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HONGKONG, THURSDAY, OCTOBER 20th, 1904.

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AND

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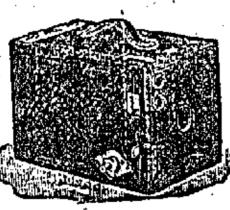
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FOR LEASE OR SALE. MODERN STEAM BAKERY, in Manila, P.I, well equipped, including

Biscuit Cutting and Stamping Machinery, Dewelling House, Office, Delivery Carts, &c., &c. For full particulars, apply to-G. C MOXON. 5, Victoria Buildings, Queen's Road Hongkong, 20th October, 1904.

THE AMERICAN SYSTEM ENTISTRY

DR. M. H. CHAUN. 37. DES VŒUX ROAD CENTRAL, HONGRONG. From the University of Pennsylvania, U.S.A. Hongkong, 3rd June, 1904

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THE Accumulated Funds of the Company are nearly

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A HIGH CLASS PRIVATE HOTEL Ladies' Afternoon Tea-Rooms. Private Bar and Billiard-Rooms Hot and Cold Water throughout.

Electrically Lighted. Electric Fans (if

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required).

Hengkong, 10th June 1903.

CONNAUGHT HOUSE. FIRST CLASS HOTEL Situated near the Banks and Principal Offices. Excellent Cuisine and Wines. Large and Lofty Rooms, Elegantly Furnished Hydraulic Elevator, hot and cold water throughout. Special Rates for Tourists.

Launch Service for Guests. For Terms, apply to the MANAGER. Hongkong, 31st October, 1902.

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ND | from Hongkong, and two steamers to and from Canton, give easy communication with both these centres. Cable Address-" BOAVISTA."

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BIGH-CLASSTAILORS&OUTFITTERS, SHIRT & BREECHES MAKERS. Fit, Quality, Workmanship Guaranteed.

Prices Very Moderate. Now Showing:-Latest Flannel Suitings, New Stock of Ties, Straw Hats, Felt Hats, Panamas, Boots and Shoes, &c., &c., &c. Inspection Invited.

Hongkong, 5th August, 1904.

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Our Wine Vaults are well worth a visit, and we cordially invite any of our Customers to come and judge for themselves.

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FACTURERS, &c., &c.

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one side of the paper only. No anonymously signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11'a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: PRESS. Codes: A.B.C. 5th Ed.

Lieber's P.O. Box, 33. Telephone No. 12

MARRIAGES.

On the 8th October, at Colombo, EDMUND SCOTT-RUSSELL, of Richmond, Surrey, to EMILY KATE RILLY, daughter of the late RICHARD and ELIZA-On the 8th October, at Singapore, CONSTANCE ETHEL, second daughter of Mr. and Mrs. J. BRUCE ROBERTSON, to GILLES HENNUS, Netherlands Trading Society.

HONGKONG OFFICE: 14. DESVŒUX ROAD CI

LONDON OFFICE: 131, FLEET STREET, E.C.

Hongkong, October 20th, 1904.

WE trust it may be said, though we have no assurance on the point, that the "' conspiracy" which it was alleged at the last Criminal Sessions existed with the object of kidnapping ignorant coolies for shipment abroad from this Colony does not exist now. We may at least hope that the revelations made in the Supreme Court or the occasion referred to have led to greater vigilance on the part of the authorities who are charged under the Emigration Convention with the duty of protecting the ignorant coolie from deception and fraud, and consequently from the rapacity of unscrupulous recruiting agents. We observe that the evidence given in the case which raises this general question forms the text of a trenchant leader in the Kobe Chronicle, with the greater part of which we are in complete accord. But when our contemporary, proceeding from the particular to the general, says that the case in question shows conclusively that, despite all safeguards, coolie treffic from China is always likely to be accompanied by kidnapping and to end in slavery, we dissent. "The Hongkong Emigrants "Ordinance," our contemporary remarks, " is a measure which was devised with "the object of protecting the coolie "and preventing such scandals as were "associated with the traffic in Macno; yet "we find that in the Colony itself, and

"under the very nose of the officials appointed to guard against the unwilling "shipment, of coolies to the plantations and o mines, kidnapping has apparently been "flourishing for years, the abductors battening on the ignorance of the coolies. It "is not to be expected that any different "result will follow from the system which is disguised by the name of indentured "labour." The way to stop this kidnapping traffic is simple enough. The Emigration regulations include a stipulation that the Emigration Officer shall in no case give his certificate until he shall have mustered the passengers and have ascertained to the best of his power that they understand whither they are going, and in case they shall have made any contracts of service that they comprehend the nature thereof. This regulation ought to afford the necessary protection to the coolie, but from the statements made in the Supreme Court, i appeared that it often happens that the actual coolies who are sent abroad are not brought before the officials, the places of these " emigrants" being taken by long strings of men, accomplices of the Loarding masters, who personate the labourers supposed to be seeking work in the South. If that be the case, the obvious remedy is to have the emigrants muster on the ship. We do not think there can be the remotest possibility of this kind of fraud being perpetrated in the shipment of indentured labour to South Africa, so admirable and complete are the arrangements, and we are farfrom thinking that if Hongkong is the centre of a kidnapping traffic of this nature now to other places abroad it must necessarily continue to be so for ever. When such abuses are brought to light it is the duty of the Government to see that measures are adopted which will effectually prevent their repetition, and though we are uninformed as to what action, if any, has been taken inthis matter as a result of the revelations in the Supreme Court, we should be greatly surprised to learn that the shipment of coolies to places abroad without their full consent and comprehension of the nature of their service is still possible in the Colony.

Our correspondent "Victim" called attention, in our issue of the 10th inst., to a matter that well deserves the attention of [31] the Government. We allude to the charges made by wharf and street coolies for carrying merchandise and burdens. These coolies are, at present, so tar as their charges go and their behaviour is concerned a law unto themselves. They have latterly taken to make charges entirely out of al proportion to the work they undertake, and a noise, become troublesome and insolent. and presently go away and render it impossible for their would-be employers to obtain coolie labour at any price. There used to be a scale of hire for street coolies, and as it has never been revoked, it is still published in the "Directory," but it is expressly stated in a footnote that "nothing in the above scale is to affect private agreements," and, as a matter of fact, the rates laid down are seldom if ever accepted. What is required is that the carrying coolies should be registered just as cargo-boats, jinricksha and chair coolies are registered, and that they should be furnished with a number and a copy of the tariff, to which they would have to adhere. There is no reason why these carrying coolies should not come under the same regulations as other coolies, and it would put an end to an ever-recurring trouble, which is felt not only by new arrivals but by all engaged in business, including even the compradures, who frequently complain of the difficulty of dealing with the clambrous carrier. We fail to see any reason why the carrying coolies should not be registered and licensed, and we hope that this suggestion will meet with prompt at tention at the hands of the Government, who would recoup the cost of registration by the fee charged for the licence.

> The ordinary yearly meeting of the Union Insurance Society of Canton takes place to-day at No. 1, Queen's Buildings, at noon.

On Tuesday evening Zetland Lodge (525 E.C.) and St. John's Lodge (618 S.C.) paid official visits to Eastern Scotia Lodge, at

Lady Noel and Miss Noel are coming out to the East. They were to leave London by the P. & O. steamer Victoria on the 28th ult, their passages being booked to Hongkong,

In yesterday's issue the name of the new barrister who was formally admitted to the local bar on Tuesday was wrongly spelt. It was Mr. H. G. Calthrop who was introduced.

At the beginning of the month the Chinese and Indian constables were all given a shift | be looked after properly by British officials who around. Since then there have been two cases of rogues impersonating constables.

In the six-a-side football matches yesterday evening at the Happy Valley, Williams's team | China for delivery into next year have been best Knyvett's by three goals to nil.

Harmston's Circus have announced that they will give a benefit performance at Shanghai on behalf of the funds of the Navy League on Friday, 28th inst,

A short time ago the Colombo Municipality was short of hands, and in consequence four vacancies were advertised. There were 350 applicants for these four posts in one day. The salary allotted for these posts is R37.50

The Berlin representative of the Times, writ ing on the 14th ult., says it was being stated in various quarters that fresh sales of ocean-going steamers were being negotiated between the Hamburg-American line and agents of the Russian Government.

It is aunounced in the London Gazette that the King has been pleased to appoint Mr. Frederick S. A. Bourne (Assistant Judge of His Majesty's Supreme Court for China and Corea), to be also Judge of His Majesty's High Court of Weihaiwei.

The contributions offered by Japanese subjects towards the Government war funds to the end of August were estimated at yen 1,944,190, of which yen 1.519,221 has alread been paid to the authorities.

An extraordinary general meeting of the Manila Railway Company (Limited) was held on 9th ult. at Winchester House, London, Mr. C. J. Cater Scot' presiding, when the resolution increasing the capital of the company passed at the recent meeting was confirmed.

The reason given in a Home paper for the resignation of the Bishopric of Corea by Dr. Corfe is "inability to learn the language." this the Globe says :- "It is consoling to know that even a man on the spot has some difficulty in pronouncing the names in the Far East."

The Sanyo Railway Company will convene a general meeting of shareholders at the Kobe Chamber of Commerce on the 28th October to make a final decision respecting the purchase of the Sanuki Railway for 1,600,000 yen. The Sanuki Railway Company will also hold a general meeting at Osaka on the same date.

A remarkable coaling feat was accomplished shallow baskets only, put on board 600 tons of size e aling in similar conditions.

The Manchester Chamber of Commerce in a etter to the Foreign Office last month expressed a hope that in view of the importance to Manchester of the subject of trade marks régulations for China, no conclusive arrangements would be made until the Chambers of Commerce had been given an opportunity of expressing an opinion on matters of detail. if their terms are not agreed to they make are to some into force on the 23rd inst. are only "Experimental Regulations" which are subject to revision when circumstances prove the necessity therefor.

> Japanese in London, and many a Japanese bluejacket, remarks a London contemporary, have lost a good friend by the death of Miss Margaret McLean, which took place on the 13th ult. will be remembered the Emperor of Japan awarded her last year the Imperial Order of the Crown. This distinction had not been previously conferred on a European lady, and was the Mikado's expression of gratitude to Miss McLean for her philanthropic work among Japanese sailors and men-of-war's men. Thirty year ago Miss McLean went to the Far East, and spent nine years there. At the Japanese Christian Institute, Albert Docks, she wielded remarkable influence over the Japanese sailors, who looked on the institute as a home.

renewed expression of his warm interest in the German mercantile marine, has, in compliance with the request of Herr Ballin, the manager Captain von Gramme, to join the managing anticipated that Captain Grumme, who is the to the dances as guests. son-in-law of the Free Conservative Deputy and great industrialist Count Douglas, will retire from the active service of the navy, but he will doubtless retain the designation and the rank of aide-de-camp to the Emperor, thereby drawing closer the ties which unite the State and its supreme head with the German Transatlantic shipping interest.

Before Mr. Gervais introduced the question of a British-Canadian consular service to the Parliament of Canada (says the L. & C. Express) a different solution of the same problem had occurred to a Canadian in Japan. The Rev. R. C. Armstrong, of Ottawa, now doing mission work in Japan for the Epworth Leagues of the Methodist Church of the Galt and Waterloo, Ontario, districts, writes to friends that Canada produces much that Japan needs, but ought to be directly represented officially. He thinks a Canadian secretary should be appointed to the British Legation, and to every British Legation, whose duty it would be to look specially after Canadian interests. Mr. Gervais in Canada and the Rev. R. C. Armstrong in Japan both voice the same general idea that Canadian interests can never are entirely ignorant of Canada's productions and interests.

Considerable orders for Manchester goods for recently placed, though the orders have slackened of late. It is noted also that from the United. States the same domand is reported. Dun's Review says during the last five months scarcely a week has gone by without some busines; with China being accomplished. The size of individual orders has not been large, but the number of them has been considerable, and the result has been the cearing up of several lines of stock which have been an incubus on the gen ral market. The demand covers a variety of goods from four-yard sheetings, and even lighter, to standards in drills and sheetings. Deliveries specified are not very far ahead, but orders have been booked on four-yard sheeting extending into next year, and on 3.50-yard 64 by 68 sheetings for fairly late delivery. Once Munchuria is again opened for trading purposes, it is expected that the demand for heavy goods, which has been shut off, will recommence.

SAMPAN PASSENGERS IN PERIL

A rather serious accident occurred in the harbour shortly after sunset on Tuesday evening. when a steam launch collided with a sampan which was conveying several European pas-Sengors from the steamship Kwang Seng to the wharf. There were seven people on the sampan from the outbreak of hostilities in February up | including two children, one of whom was only a few months old. The sampan was under sail at the time, and although the steam hunch was seen approaching it was thought the danger of a collision would be avoided by the steersman of the launch. Unfortunately the luunch held on its way and struck the sampan sideways. The sampan capsized, and all the occupants were thrown into the water. Fears were entertained that the children would be drowned, but the European passengers pluckily swam to their rescue and held them until the launch picked them up. The Europeans returned to the Kwing Seng for a change of raiment little the worse for their ducking One of the passengers, however, lost a pocket book containing a considerable sum of money, besides his ticket to Shanghai, whence he was proceeding. It is understood that the matter has been reported to the Harbour Master.

A CONSERVANCY NUISANCE.

Of late the conservancy contractor's dustboat men have been committing few if any nuisances by throwing rubbish into the Harbour. recently by the cruiser Grafton, flagship of the [The many prosecutions, resulting in heavy fines Pacific Station, at Esquimalt. Her crew, using | had a healthy effect; and now an Indian watch man is employed at Giu Drinker's Bay to see coal at an average of nearly 195 tons an hour. | that the boatmen deposit the rubbish at the ash Two years ago the ship's best performance was | heap. It is noticea: le, though, that the boatmen 80 tons an hour. She is now believed to have are in the hat it of picking verminous rags, established a world's record for a vessel of her dirty matting, old un caus, and other refuse from the rubbish, and bringing them back to Hongkong-the very things likely to carry plague germ.

LEGISLATIVE COUNCIL.

A meeting of the Council takes place to-day at 3 p.m. The business on the paper is the consideration of Financial Minutes (Nos. 51 and 52), and the orders of the day comprise It should be noted that the regulations which the first reading of the following Bills: an ordinance to give effect to Article VII of the Brussels Sugar Convention, 1902; an ordinance to amend the Imbecile Persons Introduction Ordinance, 1903; an ordinance to enable "the trust es of Saint John's Cathedral Church in Hongkong" to hold and deal with property for the purpose of promoting the work of the Church of England in Hongkong and thina-The second reading of the Bill entitled the Chinese Emigration (Amendment) Ordinance, 1904, will also be taken.

MAS INIC QUADRILLE CLUB.

A general meeting of members of the Masonic Quadrille Club was held at the Masonic Hall banqu-ting room last evening. The following members were elected to fill the various offices: Wor. Bro. H. W. Wolfe (president), Bro. A. P. Goodwin (hon. secretary), Bro. W. H. E. Smith (hon. treasurer), and Bros. Stokes, Summers, Swaby, Rouse, Setna and Tucker The Hamburg-American Steamship Company (general committee). The first dance of confirms the statement that the Emperor, as a the season will be held on the 7th of November, commencing at 9 p.m., and finishing 1 a.m. Tickets for admission will be \$5 for the months of November, December of the company, allowed his naval aide-de-camp, and January; the other half season will be the ensuing three months. Non-masons are not board of the Hamburg-American line. It is elegible for membership, nor can they be invited

SHARP METHODS WITH OPJUM SMUGGLERS.

Victor Blaline, a Frenchman, and boatswain of the French mail steamer La Seyne, was charged at Singapore on the 12th inst. with importing and possessing illicit chandu worth \$180. He admitted possession, saying he had got it on board the French mail steamer Austration. The chanda was in two skins bound round his waist. A Revenue officer of 25 years' experience said the stuff was brought from Hongkong. Accused alleged that he got the chandu from two Chinamen. In answer to a question by the Court he said he did not know that a number of Chinese in Hongkong had formed a syndicate to smuggle chandu into neighbouring countries. After the evidence accused was convicted and fined \$1,000; in default three months' imprisonment.

Two Chinamen were afterwards charged with being in possession of illicit chandu to the value of \$1,170, which they had taken from the Australian. They were convicted on evidence and each was ordered to pay a fine of \$1,000 and suffer three months' imprisonment; in default of payment an additional six months' imprisonment.

TELEGRAMS.

[REUTER'S SERVICE.]

OBITUARY.

LONDON, 17th October.

The death is announced of the Princess of the Asturias, the Heiress Presumptive to the Spanish throne, in childbirth,

THE RECENT TRAGEDY AT CANTON.

Following is the text of the finding of the Board of Enquiry, formed to investigate the drowning of a ship's compradore who was thrown into a creek by, it was alleged, American

CANTON, 17th October.

We, the undersigned, Wen Tsung-vao and Kao Erh-kien. Directors of the Bureau of Foreign Affairs; Shen Chuan-yi, Prefect of Kwang Chow Fu; Fu Yu-mai, Nam Hoi Magistrate; and F. D. Cheshire, United States Consul-General, Canton, after carefully weighing and considering the testimony adduced at the Court of Enquiry into the cause of death of the third compredore of the s.s. Kansuh, ion he 26th day of September, 1904, have arrived at the following conclusions.

1. That the said compradore came to his death by drowning on the 26th of September 1904, by being thrown into the creek from the Western bridge of Shameen.

2. That a great deal of the evidence is conflicting and merely hearsay, and we have not considered it of any value owing to its extrinsic weakness and its incompetency to satisfy the Court as to facts.

3. That the most direct and conclusive evidence is that of the soldiers and guards on were stuck. duty at the bridge, who testified that they saw the act, and it shows that the deed was committed by sailors in American uniform. This direct evidence must not be overlooked, and the veracity, of the witnesses is presumed in the absence of proof to the contrary.

4. That there is no proof of the identity of the actual person or persons who committed the

5. That in our opinion continued efforts should be made to ascertain if possible the real culprits, who, in the event of their being found, and their guilt established, should be dealt with as provided by the laws of their

6. That in view of the sad circumstances surrounding this case, and the many precedents of indomnity having been paid by the Chinese Government for loss of life of foreigners, guns. American citizens included, we recommend that steps be taken to properly indemnify the family of the deceased through representation by the United States Consul General at Canton to the United States Minister at Peking for the consideration of his Government.

WEN TSUNG-YAO, Director of the Bureau

of Foreign Affairs.

KAO ERH-KIEN, Director of the Bureau of Foreign Affairs. SHEN CHUEN-YI, Prefect of Kwang Chow Fu.

Fu Yu-MAI, Nam Hoi Magistrate. F. D. CHESHIRE, American Consul-General.

CRICKET.

In the Cricket League matches yesterday, there met the Police XI. and the R.A.M.C. team, and the Police came out victorious with a score of \$1 against 50. Scores and bowling analysis are as follows:---

Edwards, c Latter, b Ingmore ... 55

Winter, c Byford, b Browning, ... Langley, b Browning Shepherd, b Ingmore Lander, b Browning Kerr, c Byford, b Browning ... Hallifax b Browning Cooper, c Harvey b Browning Kent c and b Byford Clyde, b Browning Waterer, not out Extras... ... Total... ... 91 R.A.M.C. Staff-Sgt Wilson, c Edwards, b Shepherd ... Ingmore, c Clyde, b Lander 11 Lieut. Harvey, b Lander Sgt. Allwork, b Lander... Garrett, c Lander, b Shepherd Browning, c Cooper, :b Shepherd Sgt. Riordan, b Lander ... Byford, c Langley, b Shepherd ... Latter, b Lander Lt. Craig, b Shepherd ... Duff (not out) ... Extras... · Total... ... 50 BOWLING ANALYSIS.

Shepherd 10 WEATHER REPORT

Browning

Byford

The Hongkong Observatory yesterday issued the following report:-

risen over the Pacific, to the eastward of Focmosa, and fallen at all other stations, but more particularly in the north of Japan and in the Yungtsze valley.

T e depression referred to yesterday is entering the Yellow Sea to the northward of Shanghei moving towards the N.E. Another and deeper depression is passing over Hokkaido. Gradients are slight on the China Coast, and light variable winds may be expected in the Formosa Channel and light E. winds in the northern part of the China Sea. Forecast: Light E. winds, cloudy, fair.

THE WAR.

[JAPANESE OFFICIAL DISPATCH.] THE RETREATING RUSSIANS.

Tokyo, 19th October. Marshal Oyama reported on Tuesday that the enemy's force seems to be gradually decreasing in the direction of our Right Army, only a small detachment continuing

The enemy beaten at Penhsiho is retreating in a north-easterly direction.

In the direction of our Central Army the enemy last night made some assaults, but all were repulsed, and to-day there has been only an occasional exchange of cannonading.

In front of our Left Army the enemy is occasionally sending an indirect fire.

[REUTER'S SERVICE.]

BOTH ARMIES MUD-BOUND.

LONDON, 17th October. Reuter's correspondent with the Russian western army wired on the 15th instant. that six days' fighting, exceeding in ferocity that at Liaoyang, had resulted in the con-

tinued retirement of the Russians. The Japanese were now driving a wedge into the Russian centre. The terrific bombardment had caused a heavy storm of rain and hail, and the battlefield had become an impassable morass in which both armie

> SCOTLAND GETS JAPANESE ORDERS.

> > LONDON, 17th October.

Japan is placing large orders for army winter clothing with South Scotland manu-

A RUSSIAN SUCCESS.

LONDON, 17th October. General Bakharoff reports that the Russians, after desperate fighting yesterday, drove the Japanese from a hill on the southern bank of the Shaho, capturing 12

THE RUSSIAN BALTIC FLEET.

LONDON, 17th October. The Baltic fleet coaled vesterday from three steamers in the Great Belt.

POLLARD'S LILLIPUTIAN OPERA COMPANY.

Before a large and appreciative audience the Pollard's Lilliputians gave last night the wellknown and popular musical comedy The Geisha. The piece was put through in capital style, and the songs on the whole were acceptably rendered and much applauded. The scenery and dresses were new and highly artistic. The leading character of Mimosa San was entrusted to Miss Eva Moore, who did full justice to the various songs allotted to her. The "Gold Fish" song, as well as the "Jewel of Asia," and all the duets with Reginald Fairfax (Miss Leah Leichtner), were very pleasingly rendered The part of Miss Mollie Seymour (Rollie Pollie San) was undertaken by little Miss Daphne Pollard with astonishing success. Her rendering of the "The Toy Monkey," and "Chon Kina" elicited the heartiest applause and both songs had to be repeated. In the capable hands of Miss Merlie-Pollard the part of the French girl was engagingly portrayed, and a word of praise mus also be given to Miss Nellie Sheddon for her impersonation of the English lady yachting visitor. The part of Wun Hi, the proprietor of the tea shop, had Master Jack Pollard as the exponent. and the rôle was cleverly acted. The Marquis Imari of Master Oscar Heintz was also a good piece of acting, while his brother Johnnie as the middy kept the audience will amused Master Fred Pollard was Lieut. Katuna and to him was entrusted the well-known song "Star of my Soul," which he sang with good exp ession. The minor part of officers, geishu. guests of Lady Constance, were well filled. The choruses were tuneful and capitally rendered. To night The Geisha will be repeated.

LECTURE ON ROWING.

Mr. F. W. Warre, son of the headmaster of Eton, and formerly a "Blue" gave a very interesting lecture last evening on "Rowing" to a fair attendance of members of the Victoria Recreation Club. Mr. Arthur Chapman, chairman of the Club, presided. Mr. Warre said he was well aware that the conditions in Hongkong Harbour-where the water was made choppy by the wind, tides, and the backwash of launches, junks etc .-- were quite different to the condittons on the Thames On the 19th at 11.15 s.m. The barometer has but the principles to be observed were the same, He regarded the V.R.C. four-oar boats as too heavy; the cars, also, were several inches too long. To lighten the boats they might have the sides altered; the keels and ribs, however, should be kept very strong. Carval boats offered least friction, and in this same respect varnish was better than paint. Mr. Warre explained the art of rowing, and indicated the faults to be guarded against. At the conclusion Mr. Warre was cordially thanked for his lecture on the motion of Mr. G. A. Caldwell.

SUPREME COURT.

Wednesday, 19th October:

IN CRIMINAL JURISDICTION. BEFORE HIS HONOUR SIR HENRY S. BERKELEY (CHIEF JUSTICE)

CHARGE OF MANSLAUGHTER AGAINST A EUROPEAN.

Evidence was further led in the case in which Thomas Hynes, a young man engaged at Messrs. Butterfield and Swire's Docks at Quarry Bay, was charged with baving caused the death of a coolie there on 20th alt. He pleaded not guilty. Mr. H. G. Calthrop, barrister-at-law (instructed by Mr. H. Hursthouseof Messrs. Dennys and Bowley, solicitors), appeared for the prosecution, and Mr. H. E. Pollock, K.C. (instructed by Mr. H. J. Gedge, of Messrs. Johnson, Stokes and Master, solicitors), was for the defence.

The jury was as follows:---Messrs. R. T. D. Sayle, J. A. Stepani, J. I. Andrews, H. Skott, H. T. Richardson, W. M. Anderson, and H. S.

After hearing the evidence to a conclusion the jury found the prisoner not guilty, and he was discharged. The Court rose.

POLICE COURT.

Wednesday, 19th October.

BEFORE MR. H. H. J. GOMPERTZ (ACTING FIRST. MAGISTRATE).

FALSE REPRESENTATION.

officer, was sentenced to 12 months' hard labour | Proceeding, the writer explains how the and 12 hours' stocks for obtaining two dozen Zamania had made special efforts to leave for bottles of whisky from Messrs. Caldbeck, the Straits with the mails on the Sunday in Macgregor & Co.'s establishment. The offence question, but the Straits Indian Immigration was committed last February. The defendant has just completed six months' imprisonment for committing a similar offence.

RETURNING FROM BANISHMENT. A man convicted of returning from banishment was sentenced to 12 months' hard labour and six hours' stocks.

J. Clelland, a shipwright employed at the Kowloon Docks, was fined \$10 for assaulting the coxswain of a Dock launch. The coxswain, against whom a cross-summons had been issued, was b, and over to keep the peace.

BEFORE Mr. J. H. KEMP (ACTING) SECOND MAGISTRATE).

A CLEVER CHINAMAN.

A Chinaman with no fixed abode, who generally sleaps in opium divans, has been whitewashing houses lately under the proteuce of being a Sanitary Board official. He just daubed a little whitewash over the windows and doors, and charged \$3 for each job. With one bucket of whitewash he whitewashed no less than five houses, and had enough left for another row! He was sentenced to six months' imprisomment and six hours' stocks.

COOLIE TRANSPORT ASHORE.

NEARLY 3,000 COOLIES MAROONED.

Details are now to hand regarding the According to the Singapore Free Press, the relieved in a great degree the financial difficulty age, said that the condition of things had their head office was in Tientsin, and their necident to the coo'ic-ship Swantey of London Swanley, a vessel of 2,900 tons, arrived at which our country has to deal with in conse-Singapore on the 11th inst., leaking badly and quence of the war. Thanks to this, the state of with her pumps going. The Swanley left our finances is not so bad as that of Ching Wang Tao on September 24 and touched Russia, where the crop was unusually at West Island, and all went well till the seventh bad this year, and there is a grave fear of the present month, when she suddenly an that famine will visit the country. Japan's aground on an uncharted reef in the Naturas good luck, however, is not confined islands, rather to the south of the group. the yield of rice. A very rich and extensive Every effort was made to get the ship off, but) they were unavailing, and it was then decided to land the coolies. Of these the e were 2,260 on board, and after the inevitable bother of getting the Chinese coolie to do what he is wanted to they were all got off safely Provisions and supplies sufficient for a month were then sent ashore, and everything possible was done to make the enforced as possible. There was one European lady and three children and these the Captain decided to bring on. Two doctors, the coolie overseer, and the third officer of the Swanley were left on the island to look after the coolies, a task they will probably find far from enviable It was then found that probably owing to this fidence. extensive lightening of the ship; together with the influence of a high tide, the ship was coming off, and eventually on the 10th the ship was got off, being considerably damaged. So had in fact was her condition that the Captain presumably did not deem it safe to bring the passengers, and the coolies were left behind with the before-mentioned European officers.

went into dock. It was expected that the steamer Ascot would be sent to take the coolies from the Naturas to Durban.

PROTECTION OF TRADE MARKS IN COREA.

At a recent meeting of the Manchester Chamber of Commerce, the attention of the President was called to the fact that no protect tion exists in Corea for merchants' trade two mortal hours. marks, which are at present the prey of any arrangements with the proper authority to according to the story. letter was read from the Foreign Office promisng that the subject should receive attention.

HOW THE MAILS WERE DETAINED.

The Struits Times of the 11th inst. has a scathing article on the action of a Government official at Negapatam, which resulted in the ncedless detention of the mails at that port for a day, with the result that the mails for China lost four and a half days in transit. The

Singapore paper remarks: It is not ofton that a Civil Service Cadet of two years' standing can so further the convenience of the Colony he serves as to detain His Majesty's mails from Home, destined for that Colony, by a matter of 26 hours, and to do this so as to suit his own-official arrangements. An enviable precedent in this respect has, howover, been established by the gentleman in charge of the Straits Emigration Depot at Negapatam in Southern India. Thanks to his good offices, the English mails and cargo which were safely on board the B. I. mail steamer Zamania, at Negapatam, at noon on Sunday, the 2nd inst, were not allowed to start for Penang until I o'clock the following afternoon. By this arrangement the 800 bags of mail that should have arrived here on Saturday morning did not reach here until shortly after noon on Sunday, and the China mails, which the Zumania carried, and which-were it not for the departmental acumen of the Straits Government official at Negapatam-would now be three-fourths of the way up to Hongkong on the B.B. Pundua, have not yet left here, and cannot be despatched until to-morrow. All this is because the Indian Immigration Department of the Straits Government has a contract whereby the British India steamships for the Straits are scheduled to leave Negapatam on A Chinaman, formerly the servant of an army | every alternate Monday, instead of on Sunday. Department stepped in and knocked the careful Offices of political, commercial and administrapreparations of the Steamship Company on the head. 'It was a preat thing to do, and it will Indian Immigration Department the lasting of the world may prove a positive disadvantage.

> The above has reference to the French mail or likely to take place there." of the 16th ult. which reached Hongkong by the Austrian Lloyd steamer Marie Valerie on Tuesday afternoon. Usua ly this steamer travels at the rate of ten knots, but having 480 bags of mails on board for Hongkong she came up from Singapore at the rate of about twelve knots in spite of a N.E. monsoon and a strong adverse current, and arrived here a day and a half in advance of her schedule time.

the next boat leaves.'

RICH GOLD-FIELD IN JAPAN.

gold-field has recently been discovered in the prefecture of Iwate at Kesen. The Government sent some mining experts to the auriferous district for the purpose of having it investigated. They have just finished the survey of onequarter of the gold-field and submitted to their superiors a report of their work. According to it, the field contains the precious metal in great abundance, so much so that it is estimated that gold worth yen 1,000,000,000 can be taken only from the one-quarter of the field already investigated. The other parts are also considered to be equally rich, so that yen 4.000,000,000 can

ANOTHER HALL CAINE STORY.

be raised from that gold-field alone. Provided

with the funds thus obtainable. Japan can con-

tinue the war for years with absolute con-

An additional jest to the many made at the

novelist's expense is thus narrated.:--When the King and Queen visited the Isle of Man, Mr. Hall Caine was asked to drive with them, in order to point out the objects of of saving Quilimane from gradual stagnation The Swanley reached Singapore safely and interest. He appeared to think that the only and ruin" "Local trade conditions," says the novels, and regaled their majesties with some-

thing like this : "There is the exact spot at which Glory Manxman." Thus the cicerone continued for

Their majesties were dreadfully bored. King

The author got on his feet, much chagrined. understand why he failed to get one.

MR. ALLEYNE IRELAND ON BURMAH.

CRITICISM BY SIR FRANK SWETTENHAM.

Mr. Alleyne Ireland's articles on the condition of the Straits Set lements and Burmah, although they were of a comparatively innocuous and even laudatory character as compared with that on Hongkong at any rate, have not interest, was £115,383, which was equal to 115 late Governor of the Straits Settlements, has a letter in the Times criticising Mr. Ireland's suggestions as to the regrouping of the Malay States with Burmah for the purpose of administrates were 37,500 tons more than in 1903. course of his letter:

"Mr. Ireland's arguments judged from the Imperial standpoint will probably appear sound to those who understand the circumstances, but he is unfortunate in quoting the case of the Straits Settlements as a reason why India should be ready to accept a policy of self-denial in Burmah. The Straits Settlements formed, till 1867, a province of India, but, besides the revolt of the people against the Calcutta Administration, the place had always been a burden on the constitution of a Department of Eastern Affairs to relieve the Foreign and Colonial tive duties in China, Japan, Siam, and all the Further East, where the circumstances are so doubtless earn for the Straits Government's peculiar that experience gained in other parts gratitude of those anxious parties in Hongkong | Quite apart from the consideration of the Burwhose mails are being so kindly nursed here in mah administrative question, it would be worth Singapore—and will keep on being nursed here something to this country to possess a departuntil to-morrow (12th inst.) or Thursday, when ment officered by men who really understand the Further East and know what is going on

MISSIONARY WORK IN CHINA.

looked torward to great results in the near future. Dr. G. W. Guinness said all kinds of surgery greatly facilitated missionary work. A number of short addresses were delivered by Hay, of Tulbot Tabernacle, delivered the

closing address. THE CONDITION OF PORTUGUESE SOUTH-EAST AFRICA.

The reports for last year from the various British Consular officers in the Portuguese possessions in South-East Africa-from Beira, Mozumbique, Quilimane, Chinde, and Tete-all show a condition of depression. "The trade and commerce of this district," says the Consul at Beira, "sank during 1903 to probably the lowest ebb they are destined to reach. . . it would be difficult to exaggerate the depression at present prevailing." "There is a unanimous feeling here," writes the Consular Agent at Quilimane, "that a railway is the only means people of the island were the characters in his Vice-Consul at Tete, on the Zambe-i, "show no improvement, and the almost total collapse of native production has caused much distress amongst small traders, chiefly British Indians." Again, "Donald MacSheaf passed through that | due to a combination of many causes. The

Quayle is first introduced to the reader!" This unsatisfactory state of affairs seems to be gateway as he encountered the trusty laird from arrangement of through railway communication Douglas." And at another place, "Here the between Rhodesia and the Cape has diverted blacksmith shod the landlord's horse, in 'The | from Beira the passenger trade between Europe and the British South Africa Company's territories; the headquarters of the Mashonaland railway has been removed from Beira to Umtali Edward asked to be driven back to town and with a large staff of officials and workmen; stated that he had caused a letter to be sent to abandoned sight seeing. When Caine stepped drought and famine on the Zambesi have the Secretary of State for Foreign Affairs from the carriage he dropped upon one kneed restricted production; the ivory and golddust usking whether it would not be possible to make _____ "Rise, Mr. Caine!" commanded his majesty, trades, once amongst the most important along rubber and beeswax, formerly large exports, are Cores the enjoyment of protection for their own | He had confidently expected, it is said at now shipped in small quantities. This restricmarks in the same manner as it is secured in Douglas, to hear words that would create him a tion of production on the Zambesi is attributed Japan and-by the recent treaty-in China. A knight, "Rise Sir Hall!" Knighthoods had partly to the praze system of landholding, been liberally doled out, and Caine couldn't which has discouraged production by taking away security of tenure.

CHINESE ENGINEERING AND MINING CO.

The third annual meeting of the above Company was held on 13th Sept., at Winchester for ever, besides serving as decorations to the walls. House, London, Mr. W. F. Turner presiding. The CHAIRMAN said that the net profit for the

year under review, after providing for debenture escaped criticism. Sir Frank Swettenham, the per cent. on the share capital. The sales of coal for the year showed an advance of : 33,000 tons, and in the current financial year-from the beginning of March to the end of last month—the tration. Sir Frank Swettenham says, in the Referring to the harbour works at Ching-wangtao, he stated that the rubble slope on the outside of the breakwater had been completed, and that the reinforcing of the breakwater with steel joists was making good progress. The advantages offered by the port had been recognised in connection with the shipment of coolies from North China to the Transvaal. Having alluded to the resignation of Mr. Wynne, who had rendered good service to the company, and the appointment of Major Walter Nathan, who was fully qualified for the post of agent and Indian finances. Ever since the control was general manager in Chius, he said that the transferred from Calcutta to Downing-street, the question might naturally arise in the minds of Straits Settlements have been self-supporting, some shareholders as to how the war between and have now developed into the most prosperous | Russia and Japan had affected the company. Crown colony of the Empire. If the suggested | The Japanese forces having held command of regrouping is obviously sound, the reason why the sea from the outset, the coal trade of Japan it 'was not long ago undertaken' is because had proceeded without interruption, while the not only the Indian and Colonial Offices, but outlets for the company's coal at ports in the the Foreign Office also, must have been con- Gulf of Pechili, which were in the possession of sulted and brought to agreement, a well-nigh the Russians, had been closed. It was the more impossible task for any reformer to set himself. gratifying, therefore, to find that the increase in When Burmah is grouped with the Malay | the sales for the current year was not due to any States and the great ports of the Straits of temporary cause. Reference was made at their Malacca in an administration such as that sug- last annual meeting to an action in the English gested by Mr. Ireland, there may be hope for | (curts, arising out of the purchas) of the undertaking, to which the company had been made a party. The action had not yet leen tried, but, in the ordinary course, it should be disposed of during the next sittings. He added that the nature of the action was not such as to | cause disquist, so far as this company was concerned. He concluded by moving the adoption of the report. Mr. EDMUND DAVIS, in seconding the resolu-

tion, spoke of the prospects of the company from what he had seen during his recent visit. He considered Ching-wang-tao was boun to rank as one of China's important shipping centres. At present the port, owing to its being ice-free, was principally used in winter months, and la t senson the Aippon Yusen Kaisha, the most im-A crowded meeting of friends and supporters portant Japanese shipping company, established of the China Inland Mission assembled in a service with Japan. This company, with their Lower Exeter-hall on the 12th ult. to bid own and one chartered steamer, did nearly the "God-speed" to 36 ladies and gentlemen about whole of the Shangbai-Tientsin trade. He reto proceed to China. The mission, which is Pro- | ferred to the development of their la ge landed | testant, but otherwise quite undenominational, estate at Ching-wang-tao, part of which had was founded in 1866, and has now 199 stations in | been already laid out as a town site, and 15 provinces of the Chinese empire; in Kan-su, satisfactory commencement made in the build. 10; Shensi, 24; Shansi, 30; Chili, four; ing, from which they derived a fair rate of in-Shantung, two; Honan, 14; Kiangsu, six; terest on the capital invested. The company's always so reliable as it might be, says:—It Szechuan, 24; Kweichan, six; Yunnan, four: most important asset was their right to work Hupch, four; Kiangsi, 26; Nganhwei, 13; the coal measures in what was commonly known our country in the present war with Russia. Chekiang, 27; and Hunan, five. At the as the Kaiping basin, and which they were at For, not only our arms have continued to win beginning of the present year there were 318 present exploiting at two centres—Tongshau, victory both on land and sea, but the crop of men and 465 wemen engaged in the work of the where they were able to mine and haul about rice in Japan has also been unusually fruitful mission. Mr. Theodore Howard pre ided, and 2,000 tens of coal daily, and Liusi, where the this year. In fact such a rich crop has never Bishop Cassels opened the proceedings. Mr. were able to haul and mine 1,000 tons daily. been obtained within recent years. It scarcely E. Pearse, one of the returning missionaries, The company had agencies and properties in needs be said that this unusual good luck has referring to his experience of China 29 years several of the important Chinese ports, though could find entrance now into any Chinese city. place they were doing a large coal business, Prejudice and suspicion undoubtedly remained, notwithstanding the competition with Japanese but, speaking generally, he could say that supplies, and he looked for an increase in the China was open to missionary work, and he company's trade in that centre. They had mest important firms as immediate neighbours, on one side being Mes rs. Arnold, Karberg trades and occupations found tree scope, but, and Co., and on the other Messrs. Carlowitz speaking generally, and particularly from his and Co. They had lately leased a sits alongexperience in the province of Ho-nan, he side the railway at Peking, and trade promised should say that knowledge of medicine and to develop in a satisfactory manner. Their agent and general manager was working in perfect harmony with the Chinese, his endeavour the outgoing missionaries. The Rev. R. Wright being to avail himself as much as possible of their services in the development of the com-

pany's estates. The motion was carried unanimously, and the retiring directors, Messrs. H. C. Hoover. C. A. Moreing, F. de Wouters, Charles Balser,

and Emile Francqui, re-elected. Mr. C. A. Moreing, in returning thanks, styled himself the originator of the enterprise. When he brought the business from China to London all the great Chin a houses in this country pooh-poohed the enterprise, and dissuaded most people who were connected with China from entering into it, and if it had not been for Mr. Davis, the company would not have been an English undertaking. Although he called himself the originator of the enterprise, shareholders and directors owe a great debt of gratitude to two men. Mr. Hoover and Mr. de Weuters, of Brussels. Both gentlemen had a great deal to do with the inauguration of this

SHIPPING NOTES.

STEAMER MOVEMENTS. The P.M. steamer Korea, with mails, &c., leaves Manila for this port Friday noon, due here on Sunday morning, the 23rd Oct. The M.M. steamer Tourane left Marseilles for China and Japan on the 16th Oct., and the

steamer Tonkin will follow on the 30th. The A.A. steamer Claverburn left Keelung on the 18th Oct., a.m., and is due here to-MISCELLANFOUS.

The s.s. Simongan arrived from Samarang. yesterday with 2,000 tons of sugar for Chinese

The s.s. Famsen arrived from Bangkok yesterday with 1,800 tons of rice and some general cargo for Messrs. Butterfield & Swire. The s.s. Numantic arrived from Moji yester-

day with 6,000 tons of coal The s.s. Petchaburi, from Bangkok, brought 2,500 tons of rice and 100 tons of timber. from Bangkok.

ENLARGEMENTS

The best way to preserve your Pictures is to have them enlarged. Small prints are liable to be thrown about and thus made dirty or lost; while enlarged ones, framed and hung up, will last

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Hongkong, 8th August, 1904.

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TELEPHONE 460. Hongkong, 15th August, 1904.

STRAITS CURRENCY QUESTION.

FIRST STEP TOWARDS FIXITY OF EXCHANGE. At the last meeting of the Straits Legislative Council, held on the 'th inst., the Governor, Sir John Anderson, addressed the members on the subject of the Estimates for 1905. After referring to the falling off in the revenue from the Spirit and Opium Farms-the result of the abatement allowed the Farmers consequent on their representations that either they must be granted a reduction in their rents or they would be obliged to give up business-he proceeded to deal with the various departmental votes. The estimated revenue of the Straits Settlements for 1905 is put at \$11.513,415, which is \$115,327 under the original estimate for 1904. although it exceeds the revised estimates for this year by \$805,365. A loss of \$900,000 is shown under the head of the Singapore and Penang Opium Farms. The estimated expenditure amounts to \$11,126,638, which is slightly u der the expenditure estimat d for

this year. With regard to the currency question, His Excellency remarked :- "The reminting of British and Mexican Dollars into Straits has been carried on continuously during the year. Thirty-three million one hundred and twenty-eight thousand eight hundred and seventy-four dollars have already been received from the Mint, and there are about \$2,200,000 to come, which will complete the re-minting operations. From the first of September last the British and Mexican Dollar ceased to be legal tender, so that, for the first time in the history of the Colony, we have a currency of our own. The prohibition of the export of Straits Dollars was withdrawn on the fifth of the same month, and these coins are now free to go wherever they are required by the trade of the Colony. The first important step has accordingly been taken towards fixity of exchange. It is impossible now to foretell the date at which a fixed ratio with gold can be determined or what that ratio will be. The future history of the value of si'ver can only be conjectured, and with the disturbing influences which now affect commerce and exchange, FRAMED especially in the Far East, it would be unwise to be in any hurry to come to a decision on which the financial position of the Colony and of the Federated Malay States must greatly

derend." In concluding, Sir John Anderson said that the fact of the Colony being in aposition, despite the temporary depression, to spend out of revenue a sum of \$1,600,000 on railways alone, was proof of its financial strength, and he aided that if he had to ask the Council during the coming year to authorize the Government to raise a loan for further large works required by their rapidly increasing trade and population, he had no doubt that the result would prove that their credit was inferior to that of no other part of His Majesty's Dominions.

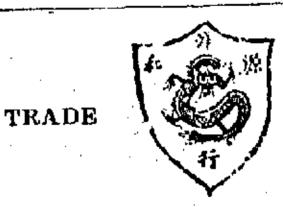
RUNNING THE BLOCKADE AT PORT ARTHUR.

The Kobe Chronicle has the following with reference to the capture of the Sishan: A Newchwang telegram to the Asahi reports that a foreign steamer which arrived at Newchwang from Hongkong on the 8th inst., when about to leave suddenly for Chefoo; was stopped by the harbour authorities, who suspected that the destination of the vessel was not Chefoo. Upon examination it was found the steamer carried a cargo of provisions, and it was believed that hese were intended for Port Arthur.

The Tokyo authorities are in receipt of news that the British steamer Sishan, which arrived at Newchwang on the 2nd inst., attempted to leave without discharging any cargo. As a result of an inspection ample reason was found to justify the arrest of the steamer, which was taken in charge by a Japanese war-ship on the 7th instant.

Both telegrams refer to the same vessel, but there is a discrepancy in the date of arrival at Newchwang. The official news seems to be correct. The Sishan is owned by Mr. Spitzel, who is, we believe, an American citizen resident in Hongkong, and was recently purchased by that gentleman from Messrs. Bradley & Co. Mr. Spitzel was charged some years ago with running the blockade during the trouble with Aguinaldo in the Philippines, and a vessel belonging to him laden with arms and ammunition was seized by the American authorities.

On October 11th the Chronicle reported: The steamer Sishan, which was apprehended by the Japanese authorities at Newchwang, is to be sent to Japan. The British flag has been The s.s. Lou Sok brought 1,800 tons of rice | lowered and the Japanese flag heisted on the



MARK.

[a1708

TRLEPHONE No. 135.

HAVE YOU TRIED

"YEBISU"

THE FAMOUS BEER OF JAPAN.

THIS IS A

PURE PLEASING POPULAR PALATABLE PRODUCTION

\$16.00 PER CASE OF 8 DOZEN PINTS.

SOLE AGENTS

H. PRICE & CO. 12, QUEEN'S ROAD CENTRAL.

ROBINSON PIANO $\mathbf{CO.}$ $\mathbf{LD.}$

IRON PIANOS \$425.00

GUARANTEED FOR CLIMATE.

MASTER PIANO PLAYERS \$385 AND \$500 PLAYING ALL THE NOTES OF THE

PIANO \$650

PERSONALLY SELECTED PIANOS BY BECHSTEIN. KAPS. HOPKINSON.

KRAUSS. RACHALS. &c.

GRANDS

Hougkong, 10th October, 1904.

DR. NEWELL WILSON,

DENTIST.

Latest American Methods. Reasonable Fees. No charge for examinations. Office hours 9 A.M. to 5 P.M.

1st FLOOR, WATKINS' BUILDINGS, 31, Queen's Road Central. Hongkong, 19th October, 1904.

Communications respecting Advertisements, Buh coriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matters

A MILLOR.

THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until untermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: PRESS. Codes: A.B.C., 5th Ed

Lieber's. P.O. Box, 33. Telephone No 12.

NEW ADVERTISEMENTS

PUBLIC AUCTION. THE Undersigned has received instructions to kell by Public Auction,

SATURDAY, the 22nd October, 1904, commencing at 11.30 A.M., at his SALES ROOMS, Duddell Street, A QUANTITY OF HOUSEHOLD FURNITURE. TERMS :-- As usual.

Auctioneer. Hongkong, 20th October, 1904 INDO-CHINA STEAM NAVIGATION

· GEO. P. LAMMERT,

COMPANY, LIMITED. FROM CALCUTTA, PENANG AND SINGAPORE. FITHE Company's Steamship

"KUMSANG," having arrived from the above ports. Consignees of cargo by her are hereby informed that their Goods will be delivered from along-

Cargo impeding the discharge or remaining on board after 4 P.M., of the 21st inst., will be landed at Consignee's risk and expense into Godowns at EAST POINT. No Fire Insurance will be effected. Bills of Lading will be countersigned by

JARDINE, M. THESON & CO., General Managers. Hougkong, 19th October, 1904. AUSTRIAN LLOYD'S STEAM NAVI-GATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG. AND SINGAPORE. TETHE Company's Steamship

"MARIA VALERIE." having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown This Vessel brings Cargo :-From Levant ex s.s. Urano, transhipped at

Port Said. From Venice ex s.s. Venus, transhipped at

From Trieste'ex s.s. Imperator, transhipped at Bombay. Optional Cargo will be discharged here unless | the above depot.

notice to the contrary be given immediately. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the undersigned before Noon, on the 25th October, or they will not be recognised. No Fire Insurance has been effected, and any

Goods remaining in the Godowns after the 25th October, will be subject to rent. Bills of Lading will be countersigned by SANDER, WIELER & CO., Agents.

Hongkong, 18th October, 1904. CHRISTMAS GREETINGS IN ADVANCE.

N early opportunity to those wishing to send Greetings to their Relatives and Friends at Home.

I have Just Opened a Parcel of Raphael Tuck and Son's XMAS and NEW YEAR CARDS of various pretty designs and descriptions, specially selected to suit the taste of Young and Old. Moderate prices, and as usual 10 % Discount

for Cash. Inspection earnestly solicited. H. RUTTONJEE, No. 5, D'Aguilar Street,

36 to 38, Elgin Road, Kowloon Hongkong, 19th October, 1904.

WHISKIES.

DUCHANAN'S CELEBRATED BLENDS of SCOTCH WHISKY are Supplied by Royal Warrant of Appointment to His Majesty King Edward VII. The Prince of Wales, and also to the House of Lords and the House of Commons. Buchanan's Whiskies are recognised throughout the World as the Best.

... ... 812.50 Buchanan Blend Black and White \$16.50 Royal Household \$20.50 Try one case and you will never want any other

Whisky. A. CHAZALON & CO., Wine Merchants and General Storekeepers, To England 6, Queen's Road. Hongkong, 22nd August, 1904

LAVID CORSAR & SON'S MERCHANT NAVY NAVY BOILED CANVAS To India LONG FLAX RELIANCE CROWN TARPAULING ARNHOLD, KARBERG & CO.. Sola Agents.

PURE FRESH WATER.

THE HONGKONG STEAM WATER BOAT CO., LD., is prepared to supply ANY QUANTITY of PURE FRESH WATER to the Shipping, both for Deck and Boilers. Call Flag W. J. W. KEW,

Manager. 1st Floor, 37, Connaught Road Hougkong, 13th June, 1903.

MAIL TABLES

1904

Mounted on Card 20 cents: Paper

On Sale at the Daily Press Office. Hongkong 5th March. 1904

ENTERTAINMENTS

THEATRE CITY HALL.

Sir MATTHEW NATHAN, K.C.M.G. POLLARD'S LILLIPUTIAN

Under the Distinguished Patronage of H.E.

OPERA COMPANY.

TO-NIGHT (THURSDAY) OCTOBER 20rm, "THE GEISHA"

TO-MORROW (FRIDAY), and SATURDAY, OCTOBER 21st and 22no, GRAND VICE REGAL NIGHT. "A GAIETY GIRL"

SATURDAY AFTERNOON, OCTOBER 22ND, at 3.30 P.M. GRAND MATINEE.

"A GAIETY GIRL'

Late Tram and Ferry Launch will leave quarter of an hour after each performance. 'Plans Now Open at the ROBINSON PIANO CO.

Hongkong, 10th October, 1904. FOR SALE. INVO China Ponies, "TEE-TO-TUM" and

"ONCE MORE." Apply to-FRED. ELLIS. Care of Messrs. Benjamin, Kelly & Potis. Hongkong, 18th October, 1904. FOR SALE.

MERICAN Bark "EVIE J. RAY," 919 13. tons net register, now in port. For particulars, apply to the Captain on Board or SANDER, WIELER & CO.,

Hongkong, 15th October, 1904. Co., Limited, whence delivery may be obtained. | THIHE SWATOW GRASS CLOTH, SILK and DRAWN THREAD SWORK DEPARTMENT.

> Wholesale and retail quotations particulars and samples, will be sent free on application to

Swatow, Sth June, 1904. REGISTRATION

TRADE MARKS IN CHINA.

Copies of the EXPERIMENTAL REGULATIONS proposed by the Chinese Government to come into force on the 23rd inst. may be obtained at the Daily Press Office. Price 6d. each. Cash with order.

Hongkong, 6th October 1994.

WANTED. EFFICIENT SHORTHAND and TYPEWRITER, with some business routine (Male or Female). Apply stating salary to- No. 895.

Care of Daily Press Office. Hongkong, 18th October, 1904.

GOVERNMENT NOTIFICATION.

FT IS HEREBY NOTIFIED that on and Lafter the 30th October, 1904, the time of 120" East Longitude will be adopted in this The effect of this will be that local time will be advanced by 23 min. 18 sec. By Command,

F. H. MAY, Colonial Secretary. Colonial Secretary's Office. Hongkong, 17th October, 1904. MHRISTMAS AND NEW YEAR GIFTS FOR HOME FRIENDS. MACEWEN, FRICKEL & CO

TNDERTAKE to Deliver Gifts, &c. (Free of Charge to Consignee) in any part of the World. LATEST SHIPPING DATES. Nov. 8tL To France Nov. 15th To Germany Nov. 9th To Italy ... Nov. 9th To United States via San Francisco Nov. 8th To United States via Suez Canal ... Oct. 10th To South Africa Oct. 21st To Australia Oct. 21st To Canada Nov. 8th China Parcel Express. OFFICE-3, DUDDELL STREET.

Hongkong, 8th October, 1904. TONG CHONG WO & CO. No. 98, QUEEN'S ROAD C NTRAL.

Manufacturers of Hand-made Pure HAVANA CIGARS AND CIGARETTES They are made of best Havana leaves and possess a mild and choice flavour, Inspection courteously invited. -congkong, 26th May, 1904. [1233]QUAN WAH & CO.

GRANITE AND MARBLE MERCHANTS. EXPORTERS AND CONTRACTORS. Sole Agents of QUAN TAI & CO., Lime Manufacturers. All descriptions of GRANITE AND MARBLE FOR EXPORT. Dealers in

GRANITE and MARBLE MONUMENTS Prices & Ustimates on Application. No. 1, QUEEN'S ROAD EAST. Hongkong, 17th October, 1899.

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions to Selleby Public Auction. TO-DAY (THURSDAY). the 20th October, 1904, at 2.3 · P.M., at his } Sales Rooms, Queen's Road, A FINE ASSORTMENT OF JAPANESE CURIOS.

Comprising:-SATSUMA. CLOISONNE VASES and ORNAMENTS, TEA SETS, and BRONZES: SHAWLS and HANDKERCHIEFS: FOLDING SCREENS,

&c., TERMS OF SALE: -- As Customary, V. I. REMEDIOS, Auctioneer. Hongkong, 19th October, 1904.

· PUBLIC AUCTION. -TNDER Instructions from PERCY JAMES BUCKLAND, Liquidator, NAGASAK1 HOTEL, LIMITED, we shall sell, in one lot as a going concern, on the premises of the Hotel,

At II a.M. on TUFSDAY, OCTOBER 25TH, 1904, THE VALUABLE PROPERTY known as the NAGASAKI HOTEL, LIMITED, with all Furniture and Fixtures,

Consisting of Land Lot No. 43 (Land rent paid to March 31st, 1905). The building is built of brick and stone and contains 56 Rooms.

All BEDROOMS contain TEAK FURNI-TURE, BRASS BEDSTEADS and WIRE MATTRESSES. TABLES in DINING ROOM also made of TEAK. BILLIARD 'ROOM, containing TWO BILLIARD TABLES, by Thurston & Co.,

Loudon, and Bar by Branswick, Balke, Callender Co., San Francisco, U.S.A. Complete Set of PLATE, CUTLERY, &c., for 120 persons. ELECTRIC LIGHT PLANT, containing

TWO SETS of ENGINES, BOILERS, and DYNAMOS (each 509 light capacity) REFRIGERATING PLANT by J. & E. Hall, Limited, and COLD STORAGE ROOM. THE USUAL OUTHOUSES. Stock of WINE and PROVISIONS on

hand, estimated value Yen 4,000. On View between 10 A.M. and 12 Noon, from 15th Cetober Inventories may be obtained at the Office of this Paper.

TERMS OF SALE: -10% on fall of Hammer and balance on completion of transfer. Possession: November 1st, 1904. For further particulars, apply to

R. H. POWERS & CO., Auctioneers, 11 Band, Nagasaki. Nagasaki, 22ad September, 1904. NOTICE.

THE Business formerly carried on in Hong-L kong by PAUL LEMAIRE under the Style or Firm Name of P. LEMAIRE & CO., was on the 31st day of October, 1903, purchased by me together with the right to the use of the Firm Name of P. LEMAIRE & CO. All Claims against the late Firm of P.

LEMAIRE & Co. must be sent in to PAUL BARBILLON, the Attorney of the said PAUL LEMAIRE. (SD.) E. A. MEURER, Trading as

P. LEMAIRE & CO. Hongkong, 17th October, 1904. NOTICE.

BEG to inform the Public of Hongkong that I have from the First day of October, assumed charge of the CONSULATE for Cuba in this Colony. Office Hours from 10 a.m. to 12 p.m. and from 2 p.m. to 4 p.m.

CORRUSS CIVCINA SO ZANETTI, 3. Lower Castle Road. Hongkong, 15th October, 1904, NOTICE.

T HEREBY BEG to inform Drinkers of TANSAN, that I have coused to use Corks made by the London Crown Cork Co. as they have given me dissatisfaction, and that I am now using a Cork which will keep the water in excellent condition and free from ullages. J. CLIFFORD WILKINSON,

Kobe Japan; Sole Agents, Hongkong-H. PRICE & CO., 12. Queen's Road Central.

Hongkong, 3rd October, 1904. RE JANET ROSE HARMON, DECEASED.

LL persons having any claims against the Estate of JANET ROSE HARMON late of Oakwood Court, Kensington; London, Widow (formerly of Hongkong) who Died on the 26th August, 1904, are requested to send particulars thereof to us and all persons owing any moneys to the said Estate are requested to pay the same to us forthwith. Dated this sixth day of September, 1904.

GEO. ARMSTRUNG & SONS, Solicitors. Newcastle upon Tyne. SIEN TING. SURGEON DENTIST. No. 10, L'LGUILAR STREET.

TERMS VERY MODERATE Concultation Free. Horgsong, 21st March, 1903.

BOARD AND RESIDENCE "TANG YUEN." BOARDING ESTABLISHMENT.

European Supervision. Excellent Cuisin and Accommodation. MANAGERESS, Apply-Macdonnell Road FAIRALL & CO., Queen's Road Hongkong, 2nd March, 1903.

BOARD AND RESIDENCE, RS. GILLANDERS. "GLENWOOD,

27, CAINE BOAD.

BOARD AND RESIDENCE.

Hongkong, 19th March, 1904.

ROOMS, with Board. Apply to Mrs. MATHER, 2, Pedder's Hill. Hongkong, let January, 1892,

PUBLIC COMPANIES

UNION INSURANCE SOCIETY OF CANTON. LIMITED.

NOTICE TO SHAREHOLDERS. TOTICE IS HEREUY GIVEN that the THIRTY-FIRST ORDINARY YEARLY MEETING of the Society will be

held at its HEAD OFFICE, No. 1. Queen's Buildings, Hongkong, THIS DAY (THURSDAY), the 20th OCTOBER, 1904, at NOON, for the purpose of receiving the report of the Directors together with statements of account A Few SILK KAKIMONOS, KIMONOS, for the year 1903 and for the half year ending 30th June, 1904, and of declaring dividends, & c. The TRANSFER BOOKS of the Society will be CLOSED from the 10th October to the 20th October, both days inclusive, By Order of the Board.

C. MONTAGUE EDE. Acting Secretary, Hongkong, 20th September, 1904.

CANTON INSURANCE OFFICE, LIMITED. NOTICE TO SHAREHOLDERS. THE TWENTY-THIRD ORDINARY

L GENERAL MEETING of SHAKE. HULDERS will be held at the OFFICES of the Undersigned at 12 o'clock (Noon), TO-MORROW (FRIDAY), the 21st instant. The TRANSFER BOOKS of the Company will be CLOSED from the 7th to the 21st instant, both days inclusive. JARDINE, MATHESON & Co.,

General Agents, Canton Insurance Office, Limited, Hongkong, 29th September, 19 4. A. S. WATSON & CO., LIMITED.

ISSUE OF 30,000 New Shares of \$10 Each. SHARE CERTIFICATES will be ready for delivery on and after the 20th instant, and may be obtained on application at the Company's Offices, Alexandra Buildings, in

Corporation's receipt. JOHN D. HUMPHREYS & SON, General Managers. Hongkong, 19th October, 1904.

LOST.

exchange for Hongkong and Shanghai Banking

THE CHINA PROVIDENT LOAN AND MORTGAGE COMPANY, LIMITED. FIGHE CERTIFICATE No 3232 of 50 SHARES numbered 83121/86170 in this Company standing in the name of JAMES ROBERTSON ALEXANDER has been lost. NOTICE IS HEREBY GIVEN that Duplicate Certificate for the said 50 Shares will be issued one month hence, and that the Original Certificate unless produced within that period will thereafter be held by the Company as null and void

SHEWAN, TOMES & CO., General Managers. Hongkong, 19th October, 1904

NOTICE OF REMOVAL.

TAMESSRS. DEACON, LOOKER & DEACON have REMOVED their Offices to PRINCE'S BUILDING (First Floor), No. 1, Des Voux Road. Hongkong, 18th October, 1904.

A. LING & CO., FURNITURE STORE. PLATED, GLASS AND CROCKERY WARE, &c., &c.; and FOOCHOW LACQUERED WARE. 68, QUEEN'S ROAD CENTRAL. Hongkong, 21st September, 1903.

INSURANCES

THE WESTERN ASSURANCE COMPANY OF TORONTO AND LONDON. INCORPORATED A.D. 1851.

MARINE BRANCH. THE undersigned having been appointed AGENTS for the above are prepared to accept risks at current rates.

ALEX. ROSS & CO. Hongkong 28th April, 1904 L'UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED

TIME Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at current SIEMSSEN & CO.

Hongkong, 1st January, 1904. AACHEN AND MUNICH FIRE IN-SURANCE CO. OF AIX-LA-CHAPELL.

TIME Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. REUTER, BROCKELMANN & CO., Hongkong, 21st April, 1897

TOHENIX FIRE OFFIUE. T: / Undersigned are now prepared GRANT POLICIES of INSURANCE against FIRE at Curent Rates. DOUGLAS LAPRAIK & CO Agents for the Phonix Fire Office

"Hongkong, 17th August, 1887. NORTHERN ASSURANCE CO

FIRE and LIFE.

ESTABLISHED 1836. FINE Undersigned are prepared to accep First Class Foreign and Chinese RISKS

Also to accept proposals for LIFE ASSUR-

against FIRE at Current Rates. .

ANCE. Prospectuses on application.

TURNER & CO., Agents. Hongkong, 23rd September, 1903. NORTH BRITISH AND MERCAN TILE INSURANCE COMPANY.

TOTAL FUNDS AT 31ST DECEMBER, 19(3. £16,898,650. AUTHORISED CAPITAL... 23,000,000

SUBSCRIBED CAPITAL ... 2,750,000.

PAID-UP CAPITAL 687,500 0

II. FIRE FUNDS...... 3,056,961 12 The Undersigned AGENTS for the above ANOMFORTABLY FURNISHED | Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. SHEWAN, TOMES & CO.,

Agents. Hongkong, 18th June, 1904.

BANKS

FITHE MERCANTILE BANK OF INDIA, LIMITED. Subscribed 1,125,000 PAID-UP 562,500

LONDON JOINT STOCK BANK, LIMITED. INTEREST allowed on Current Accounts at | the rate of 2°/, per annum on the Daily balance ON FIXED DEPOSITS :--32.

BANKERS:

EVAN ORMISTON, Manager. Hongkong, 23rd May, 1903.

THE BANK OF TAIWAN (FOR MOSA,

LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.) AUTHORISED CAPITALYon 5,000,000 PAID-UP CAPITAL 2,500,000

HEAD OFFICE: TAIPER, FORMOSA. Hongkong Office: 4, Queen's Road '(facing Duddell Street). Beanches:-Amoy. Kobe. Tainan.

HONGKONG-INTEREST ALLOWED. On current account at the rate of 2 per cent. per annum on the daily balance. On fixed deposits for 12 months 5% per Annum S. SHIGENAGA, Manager. Hongkong, 2nd February, 1903. TNTERNATIONAL BANKING

CORPORATION. Capital, Surplus and Undivided Profits, Gold \$7,992,173.37=about £1,640,000. Capital and Surplus authorised, Gold \$10,000,000-£2,055,000.

HEAD OFFICE: 1, WALL STREET, NEW YORK. LONDON OFFICE: THREADNEEDLE House, E.C.

Branches at SAN FRANCISCO, WASHINGTON, MEXICO, MANILA, CEBU, SHANGHAI, SINGAPORE, YOKOHAMA, BOMBAY, CALCUTTA, and Agents all over the World.

NATIONAL PROVINCIAL BANK OF ENGLAND. LIMITED. Union of London ani Smith's Bank. LIMITED. CREDIT LYONNAIS, DRESDNER BANK. COMPTOIR NATIONAL D'ESCOMPTE DE Paris, &c. .

London and Continental Bankers :-

The Corporation transacts every description of Banking and Exchange business, receives money in Current Account and issues Fixed Deposit Receipts either in Gold or Silver at rates which may be ascertained on application.

HONGKONG BRANCH: 20, DES VŒUX ROAD CENTRAL. CHARLES R. SCOTT, Manager. Hongkong, 25th July. 1904.

ORGANISED UNDER IMPERIAL DECREE OF 10TH DECEMBER, 1895.

RUSSO-CHINESE PANK

CAPITALRoubles 15,000,000 PAID-UP CAPITAL CAPITAL contributed by CHINESE GOVERNMENT ... 5,000,000 Kouping Teels. (EQUIVALENT TO.....£2,150,000 Stg.)

SPECIAL RESERVES Roubles, 1,700,000 HEAD OFFICE-ST. PETERSBURG.

RESERVE FUND...... Roubles 2,060,000

BRANCHES AND AGENCIE

Khabarovsk Port Arthur Andijan Khokand Batoum Samarkand BlagowestchenskKiachta San Francisco Kirin Shanghai Boukhara Kobe Stretensk Kouldja Tachkent Krasnoiarak Tchita Calcutta KwantchendzeThougoutchak Chefoo Tielin Lisoyang Dalny Tientsin Hailar Moscow-Hakhodate Moukden Tsitsikar Nagasaki Hankow Vorchneouding k Newchwang. Harbin Verniy Nicolajeffak Vladivostock Hongkong Ouliasitai Irkontsk Yokohama Ourga Zeiskaia Pristan Paris Peking.

BANKERS. LONDON-Glyn, Mills, Currie & Co PARIS-Comptoir National d'Escompte de Paris. Banque de Paris et des Pays Bas. BERLIN-Mendellschn & Co. HAMBURG-M. M. Warburg & Co. VIENNA-K. K. Priv. Oesterr. Credit Anstalt für Handel Gewerbe. AMSTERDAM-Lippmann, Rosenthal & Co.

Local Bills discounted. Special facilities for Russian exchange. Foreign exchange on the principal cities in the world bought and sold.

HONGKONG BRANCH TEMPORARY OFFICES WHILE NEW OFFICES IN PRINCES' BUILDINGS ARE BEING BUILT) VICTORIA HOTEL BUILDINGS, Ice House Street. Hongkong, 3rd August, 1904.

INCORPORATED BY ROYAL CHARTER 185 HEAD OFFICE-LONDON. CAPITAL PAID-UP.....£800,00

FITHE CHARTERED BANK OF INDIA

AUSTRALIA AND CHINA.

RESERVE LIABILITY OF SHARE-INTEREST allowed on Current Account at the rate of 2°/, per annum on the Daily balancer. On Fixed Deposits for 12 months 4 per cent.

T. P. COUHRANE, Manager. Hongkong, 19th May 1904.

BANKS

HONGKONG SAVINGS BANK.

FIME Business of the above Bank is cond toted by the HONGKONG AND SHANG-HAI BANKING CORPORATION. Roles may be obtained on application.
INTEREST on deposits is allowed at 34 PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the Honokone AltD SHANGHAJ BANK to be placed or FIXED DEPOSIT at 4 PER CENT. per annum. For the Hongkong and Shanghai BANKING CORPORATION. J. R. M. SMITH.

Coief Manager, Hongkong, 1st May, 1992.

MITONGRONG & SHANGHAI BANK. ING CORPORATION

RESERVE FUND-STEBLING RESERVE...\$10,000,000 SILVER RESERVE ... 7,000,000 RESERVE LIABILITY OF PROP'TORS.\$10,000,000

COURT OF DIRECTORS. A. J. RAYMOND, Esq.—Chairman. H. E. Tomkins, Esq.—Deputy Chairman. 3. Goetz, Esq. N. A. Siebs, Esq. E. Goetz, Esq. Hon. W. J. Gresson. H. W. Slade, Esq. A. Haupt, Esq. Hon, R. Shewan H. Schubart, Esq. E. S. Wheatler, Esq. E. Shellim, Esq.

CHIEF MANAGER Hongkong-J. R. M. SMITH MANAGER: Shanghai-H. M. Bavis.

LONDON BANKERS-LONDON AND COUNTY BANKING COMPANY, LIMITED.

Hongkong-Interest Allowed. On Current Account at the rate of Two per Cent. per Annum on the daily balance. ON FIXED DEPOSITS.

For 3 months, 22 per cent. per Annum. For 6 months, 31 per cent. per Annum. For 12 months 4 per cent. per Annum. J. R. M. SMITH, Chief Manager. Hongkong, 22nd August, 1904.

THE F EUTSCH-ASIATISCHE BANK. AUTHORISED CAPITAL Sh. Taels 7,500,000

BOARD OF DIRECTORS BERLIN. BRANCHES: Berlin Calcutta Hankow Tientsin. Tsingtau (Kiautschon)

HEAD OFFICE-SHANGHAL.

LONDON BANKERS Messrs. N. M. ROTHSCHILD & BONB, THE UNION OF LONDON AND SMITHS BANK, LIMITED, DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIRECTION DER DISCONTO GESELLSCHAFT. INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted. H. FIGGE.

Manager. Hongkong, 11th August 1904 IMPERIAL BANK OF CHINA

ESTABLISHED BY IMPERIAL DECREE OF THE

12TH NOVEMBER, 1896.

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Hongkong, 12th September, 1904.

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Hongkong, 4th June, 1904.

Hongkong, 31st July, 1903.

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THE GREAT BATTLE AT LIAOYANG.

KUROPATKIN'S FULL REPORT.

General Kuropatkin's full report of the Battle of Liaoyang was received by the Tsar on the 12th ult. and published on the 14th. It reads as follows:—

"It is now possible, from the details which have been received of the battles ance August-26th, in which the various army corps took part; to furnish your Majesty with the following report of the operations :--

"On August 26th the Manchurian army occupied three groups of positions at Petesu and Anping, on the left flank, at Lian-dian-sun, on the right flank. On the same day the Japanese assumed the offensive along the whole front. In the centre, at Lian-dian-san, al their attacks were repulsed, and on the lef flank we retained our principal position at Anping, after a desperate battle. The enemy, however, succeeded in capturing the position at Pegu, thus threatening the line of retreat of the corps on the left flank along the Tankho. Simultaneously, a turning movement by considerable forces of Japanese was observed on the left flank of our pesition at An-shan-chan. Taking advantage Sykwantun, from which our troops had been in order to gain time and inflict severe losses on the enemy. I withdrew all the army corps in SHOPS, the advanced positions to Liaoyang.

"In consequence of the mountainous natur of the country on our front, and the bad condition of the roads towards the south front owing to the rains, the two days' march towards Liaovang was most difficult, and it was only the devotion of all the troops on the east front which enabled it to be carried out in good order. Only after incredible difficulties was it found possible to drag all the guns without exception and all the baggage through the passes. Some of the guns were carried through the mountains by the infantry. Difficult as the retreat through the passes under pressure from the enemy had been, the march across the open country was still more arduous. The left and centre columns, however, succeeded in getting all their artillery and baggage to Linoyang.

"The march of the right column, which had to cross a tract of country to the west of the railway which had suffered most severely from the rains, was especially difficult. Considerable forces of the enemy followed up our rearguard, which maintained a stubborn resistance. The guns of one of the batteries in retiring got stuck in some marshy ground and began sink in the mud. Every effort was made to save them. As many as twenty-four horses were hitched on to each piece. while companies of infantry with long ropes assisted in the work. The horses and men, however, sunk so deep in the soft ground that many of the latter could not free themselves and had to be hauled out by their comrades. Major General Rutkovsky, of the rearguard, remained in his position so long in order to cover the work of extricating the guns that his force sustained heavy losses. The General himself and Colonel von Raabon, commanding the 4th Regiment of Eastern Siberian Sharpshooters, were killed. Notwithstanding all the efforts of the troops and the great sacrifices which they had made, it was finally found necessary to abandon the guns, which had sunk as far as the tops of the wheels.

"On August 21th the army concentrated at Linoyang. One corps occupied a position on the right bank of the Taitse river, while another

held the left bank. "On August 30th and 31st the Japanese attacked our advanced positions with great energy, but were everywhere repulsed with enormous losses.

"The desperate fighting on our right flank The representative of Mesers. BRATBY and | and centre, accompanied by a number of counterattacks resulting in bayonet fighting, compelled not only the special reserves, but also part of my general reserve troops to reinforce the fighting

"In the course of August 31st it could clearly be seen that a considerable force of General Kuroki's army had crossed to the right bank of the Taitse river.

"As during August 30th and 31st the attacks

upon our left flank, against which Kuroki's army was to operate, were much less energetic than those on our right and centre, it was fully to be supposed that the main body of Kuroki's army had been told off to turn the left flank of our position and to act against our lines of communication. Believing this to be the 'case, I resolved to withdraw the troops from the advanced to our main position and to concentrate a large force a sainst Kuroki in an attempt to hurl his army back upon the Taitseho. Thanks to the sufficient number of bridges and their positions, and to the manner in which the roads leading to them had been laid out, all the troops destined to take the offensive were safely on the right bank of the river by the morning of September 1st, notwithstanding the darkness

"The enemy did not occupy the advanced positions abandoned by us until towards the evening of September 1st, when they opened fire with artillery upon Liaoyang. No trophies of war fell into the hands of the enemy.

KALYDOR Produces soft, fair, delicate skin, heals all cutaneous eruptions, and insures a lovely delicate complexion to all who use it. 2/3, 4/6, of Stores and Chemists.

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The troops having crossed to the right bank, the army was to take up positions between the village of Sykwantun and the heights near the Yentai coal mines, which were to have been occupied by Major-General Orloff's detachment,

"I adopted the following plan of operations.

composed of thirteen battalions. Taking a position near Sykwantun as a pivot, the army was to have effected a movement to the right to flank the Japanese positions, which extended from the Taitse-ho, near the village of Kwantan, towards the Yentai collieries.

"Offensive operations began on September 2nd, when all the troops had taken up their allotted positions. On the night of September 1st the commander of the corps on the right flank sent a despatch stating that the Japanese, having taken the offensive, had occupied the district to the north-west of the Sykwantun position, of great importance to us. After having been forced to retire, the Russian regiment holding the district was obliged to change its plans for the purpose of retaking the lost ground on the following day. It was not until the evening of September 3rd that the hilly country around Sykwantun and the village itself were in our hands.

"The assault on the heights north-east of of our positions at Lian dian-sian and Anping. driven the previous night, began at six o'clock in the evening. At first our attacks did not succeed, but fighting continued with unabated vigour, even after darkness had set in. repeatedly gained possession of the heights, but were finally compelled to withdraw temporarily, many of our detachments being mixed up and in such a state of disorder that unity of command was rendered very difficult. Leaders of individual detachments, however, continued to attack time after time, and at last succeeded in occupying the desired positions, thereby attaining the object of the operations on our right and stronger now the ever I did before. This " Un the left flank, in the vicinity of the

Yentai Mines, on September 2nd, General Orloff's detachment occupied the heights to the to aid our troops holding the positions near Sykwantun, General Orloff sent part of his force from the hills, and attacked the enemy in the | 75 cents (Mex.) per bottle. direction of the village of Sakhutoon. This movement was carried out in Kaoliano fields. Our men met with a frontal and flank fire, and fall back. The troops remaining in the hills also retired to the west. By that time General Orloff's detachment was within two versts of the other forces. General Orloff himself was wounded, as was also General Fomin, who subsequently succumbed. After the evacuation of the position, which was intended to serve as a base for our attack, the Japanese extended northward, and at about five o'clock in the evening coupied the whole range of hills and the Yentai Mines. General Sansonoff's sotnia of Siberian Cossacks dismounted and defended our positions with the utmost courage, but were gradually driven back. "The enemy were now established in an

extremely strong position on the hills, and it would have been too bezardous a task for our troops on the left flank to attack them, in view of the losses sustained in the previous five ays. We therefore withdrew towards the village of Li-liang-gow.

"Inasmuch as on the night of the 2nd inst. our troops were compelled to abandon their positions near the village of Sy-kwan-tun, with which the Japanese right flank was in touch, and which was the axis of their turning movement. I decided to retire to Mukden, the retreat being accomplished on the 7th inst. "The evacuation of Liaoyang was begun on

the afternoon of the 3rd inst. and concluded on the following morning. All the equipment was removed, but there was no time to save the commissariat reserves, which were sufficient to last the whole army for night days. These were all destroyed. The pontoon bridges were dismuntled and carried off by the troops, while the temporary pontoons were burned. The railway bridge was wrecked. The army retired in perfect order. "The enemy attempted to pursue, but were

repulsed. Precautions had been taken on September 3rd and 4th to prevent a turning movement from the East. The Japanese took no vigorous initiative to the south, but on the east General Kuroki assumed the offensive. Our detachments holding pontoons at Taliengon sustained a serious night attack which was particularly desperate on September 5th. We retained our positions, but suffered heavy losses, one regiment which bore the brunt of the fighting losing 500 killed and wounded.

"By the evening of September 5th all danger of a simultaneous attack on our front and left flank had disappeared. The removal of our artillery, transport, and baggage trains was effected in the face of immense difficulties, but was successfully concluded. Our retirement on Mukden on September 7th was covered by a strong rear-guard of cavalry. We abandoned nothing from August 30th up to the time of our arrival at Mukdon. Our engineers worked with the greatest devotion throughout all the fighting. They rendered invaluable services during the retirement, making and repairing roads and assisting the railway traffic."

THE RUSSIANS LOSSES. A subsequent telegram from General Kuropatkin to the Tsar estimates the Russian losses from August 28th to September 5th at 4,000 killed and 12,000 wounded.

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Hongkong, 19th July, 1904

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When the irrigating works are out of order the land may become so parched that no crops will grow and men and animals will die for want of nourishment. When your liver and digestive organs are not working properly your body becomes eaten up with disease and famine, and the best way to prevent this misfortune is to resort to Chas. Forde's Bile Beans, which make the blood flow rich to nourish and irrigate the whole body.

Bile Beans stimulate digestion and prevent liver complaint, impurity and poverty of the blood, indigestion, constipation, kidney disease piles, skin eruptions, and rhoumatism. It you are broken down with any of these ailments Chas. Forde's Bile Beans will cure you without fail, as they are doing for many thousands of persons every day. Mrs. Emily Sophia Clarke, of Ipswich Street, Stowmarket, Suffolk, England, recently made the following statement :-She says :- I had suffered from my liver for twenty years and gradually got worse until I completely broke down. The liver disorder destroyed my digestion and everything I ato turned sour on my stomach. I had also a constant aching in my back. I used to get up in the morning feeling heavy, weak and tired. should drag on during the morning, but in the afternoon I should be so done up as to be compelled to lie down and rest. The pains in the side and the sensations of heaviness were most troublesome. I attended the Royal Free COAL Hospital in London for some time and tried all kinds of remedies, but I got no better. I read one day of a case similar to mine which Bile which applies to all Brauch Offices and Hong-Beans had cured and I decided to try them. The result of persevering with their use was that I soon began to pick up. After having had a few bottles I felt I was on the highway to recovery, and I am glad to say they have now cured me completely. I can now get up in the morning feeling well and strong, can enjoy my breakfast, and can do my work without effort. This means a lot, as you will understand when I tell you that I am working from 7 in the morning till 11 at night. Indeed I feel better

I owe to Bile Beans.' Charles Forde's Bile Beans for Biliousness are a cure for indigestion, ancemia, weakness, south of the mines, holding a very strong female ailments, heat fug, malaria, neuralgia, position facing south. He opened fire with lumbago, rheumatism, debility, palpitation, two batteries, and engaged the enemy, who pains in the back, piles, constipation, sleeplesswere posted several versts to the south, ness, loss of appetite, liver complaint, headache, in an artillery duel. General Orloff's right flatulence, pimples, skin eruptions, and all flank was then six versts distant from the ailments having a common origin in impurity left flank and the rest of the army. In order of blood, a general congestion of the system

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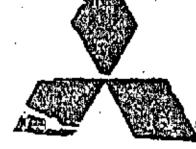
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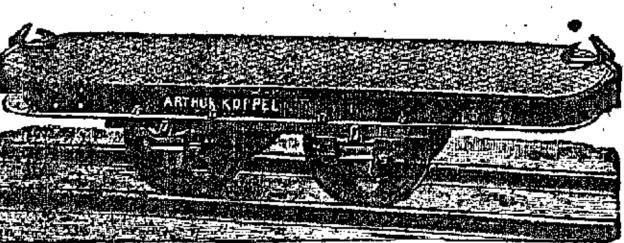
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SHIPPING. ARRIVALS. HANGSANG, British str., 1,356, Wilde, 19th October. - Wahu and Chinking 15th Oct.,

General.-Jardine, Matheson & Co. Kumang, British str., 2,077, E. J. Buller, 19th October,-Calcutta and Singapore 13th October, General - Jardine, Matheson & Co. NUMANTIA, German str., 4,384, Brehmer, 19th October, -- Moji 14th Oct., Coal, -- Portland

and Asiatic Stramship Co. Samson, German str., 998, Rehwaldt, 19th Oct., Bangkok (Kohsiehang) 12th Oct., Rice.-Mélchers & Co. SIMONGAN, Lutch str., 1,202, J. T. van Tol, 19th Oct., -Samarang 7th October, Sugar.

- Chinese. Tyr. Norwegian str., 1,718, D. L. Danielsen, 19th October,-Canton 18th Oct., Coal .-Sander, Wieler & Co.

CLEARANCES. AT THE HARBOUR MASTER'S OFFICE. 19th October. Shahzada, British str., for Swatow. Thales, British str., for Swatow.

Tyr, Norwegian str., for Hongay.

DÉPARTURES. 19th October. BOURBON, French str., for Saigou. CHOWTAI, German str., for Swatow. EMPRESOF CHINA, British str., for Vancouver. Hongkong, French str., for Haiphong. HONOMOH, British str., for Amoy. JACOB DIEDERICHSEN, Ger. str., for Pakhoi. K.wongsang, British str., for Swatow. MAZAGON, British str., for Kobe. PORVIDENCE, Norwegian str., for Swatow. Pundua, British str., for hangoon. Signal, German str., for Haiphong. STETTIN, British str., for Singapore. SUEVIA. German str., for Hamburg.

ABERDEEN DOCKS .-FOWLOON DOCKS. - U. S. S. Pathfinder, Likin, Agincourt, U.S.S. Decateur, U.S.S. Fathomer, U.S.S. Bainbridge, U.S.S. Chauncey, H.I.G.M.S. Hansa, Sikh, Yatshing, Tsinan, COS MOPOLITAN DOCK.-Lilia.

VASSELS IN DOCK!

VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVI GATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE. HE Company's Steamship

"MARIA VALERIE," Captain Berberovich, will leave for the above places TO-MORROW, the 21st inst., P.M. For Freight or Pessage, apply to SANDER, WIELER & CO.,

Agents. Princes' Buildings. Hongkong, 14th October, 1904. DOUGLAS STEAMSHIP COMPANY. LIMITED;

FOR SWATOW, AMOY AND FOOCHOW. /HE Company's Steamship

"HAILOONG," Captain Mutton, will be despatched for the above ports on SATURDAY, the 22nd inst., at 2 .M. For Freight or Passage, apply to DOUGLAS LAPRAIK & CO., General Managers, Hongkong, 19th October, 1904

EASTERN AND AUSTRALIAN STEAM SHIP COMPANY, LIMITED.

FOR SHANGHAL MOJI AND KOBE. THE Steamship

"EMPIRE." Captain P. T. Helms, will be despatched as above on SATURDAY, the 22nd inst., at

Noon. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with Electric Light.

A Stewardess and a duly qualified Surgeon are carried. N.B .- To assure the additional comfort of passengers the Steamers of the Company have electric fens fitted in statercoms.

For Freight and Pa-sage, apply to GITR, LIVINGSTON & CO., Agents. Hongkong, 18th October, 1904. AMERICAN ASIATIC STEAMHIPS COMPANY.

FOR NEW YORK VIA SUEZ CANAL. TYHE Steamship

"CLAVERBURN," Captain Parker, will be despatched for the above port on SATURDAY, the 22nd inst. For Freight, apply to

SHEWAN, TOMES & CO., General Agents. Hongkong, 13th September, 1904.

NIPPON YUSEN KAISHA.

FOR MARSEILLES AND LONDON, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID. THE Bucknall Line Steamship

"BAROTSE, Captain A. Lee, will be despatched as above On TUESDAY, the 25th inst., at DAYLIGHT. For Freight, apply to

A. S. MIHARA, Hongkong, 17th October, 1904

HONGKONG-CANTON LINE.

"YING KING." Captain E. J. Page, of 1088 tons, Registered, is thenewest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout extra. with electricity; hot and cold water service. The cuisine is unexcelled.

following evening at 5 P.M.

1st Class ... \$3.00 for Single journey 1 00 each. The steamer's wharf is at the Western end

Wing Lok Street. YUR ON S.S. CO., LD. No. 216, WingLok Street. Hongkong, 27th February, 1904.

VESSELS ADVERTISED AS LOADING.

DESTINATION	wessel's Names	FLAG	CAPTAIN	FOR PREIGHT APPLY T.	TO BE DESPATORED
LONDON, &c., VIA PORTS OF CALL	MALTA	Brit. str.	R. A. Peters	P. & O. S. N. Co	22nd inst., Noon.
LONDON & ANTWERP, VIA SINGAPORE, &C.			A. F. Street	P. & O. S. N. Co.	About 28th inst.
LONDON, AMSTERDAM & ANTWERP			****** ******** *****		L
LONDON, AMSTERDAM & ANTWERP	MACHAON		****** 1014515+6 4419/4		1 0.3 37
LONDON, AMSTERDAM & ANTWERP	JASON	l — 'a '	T. G. Steeves	BUTTERFIELD & SWIRE	22nd Nov.
MARSEILLES & LONDON, VIA S'PORF, &c.	_		A. Lee	NIPPON YUSEN KAISHA"	25th inst., D'light.
BREMEN, VIA PORTS OF CALL	ZIETEN	Ger. str.	F. von Binzer	MELCHERS & Co	£6th inst, Noon.
HAVRE & HAMBURG	BRISGAVIA	Ger. str.	Schülke	HAMBURG-AMERIKA LINIE	1st Nov.
HAVRE & HAMBURG	SLAVONIA	Ger. str.	Madsen	HAMBURG-AMERIKA LINIE	15th Nov.
HAVRE & HAMBURG		Ger. str.	Schoonfeldt	HAMBURG-AMERIKA LINIP	
HAVRE & HAMBURG		Ger. str.	Jaburg	HAMBURG-AMERIKA LINIE	13th Dec.
HAVRE & HAMBURG	l	Ger. str.	Forst	HAMBURG-AMERIKA LINIE	27th Dec.
TRIESTE, &c., VIA SINGAPORE, &c	TRIESTE			SANDER, WIELER & Co	1
GENOA, MARSEILLES & LIVERPOOL			Williams	BUTTERFIELD & SWIRE	·
GENOA, MARSEILLES & LIVERPOOL	AGAMEMNON	1	***** ********		'l _ 3_ ·
NEW YORK YIA SUEZ CANAL	CLAYERBURN		Parker	SHEWAN, TOMES & Co	
NEW YORK, VIA PORTS & SUEZ CANAL	KENNEBEC	Brit. str.		~ ~ ~	
NEW YORK, VIA PORTS & SUEZ CANAL			***************************************		
VANCOUVER, VIA SHANGHAI, &c			F. N. Evans	CANADIAN PACIFIC R. CO	· I
VANCOUVER, VIA SHANGHAI, &c		Britzstr.	144	CANADIAN PACIFIC R. Co	16th Nov.
VICTORIA (B.C.) & TACOMA VIA JAPAN		Brit. str.	G. V. Williams	DODWELL & Co., LIMITEI	29th inst.
VICTORIA (B.C.) & SEATTLE VIA N'SAKI, &C.	YANGTSZE	Brit. str.	The state of the s	BUTTERFIELD & SWIRE	1st Nov.
PORTLAND, OREGON		Brit str	Brehmer	PORTLAND & ARVATIC CO	27th inst
AUSTRALIAN PORTS	YAWATA MART	Brit str	A.E Mores	Nippon Yusen Kaisha	
AUSTRALIAN PORTS	TAIYUAN	Brit str		Butterfield & Swire	
AUSTRALIAN PORTS	• • • • · · · · · · · · · · · · · · · ·			GIBB, LIVINGSTON & Co	
SHANGHAI, YOKOHAMA & KOBE	I			Sander, Wieler & Co	To-morrow, P.M.
· · · · · · · · · · · · · · · · · · ·			F R Sammon	P. & O. S. N. Co	About 21st inst.
SHANGHAI, MOJI & KOBE				Gibe, Livingston & Co	
	l· =			P. & O. S. N. Co	About 25th inst.
SHANGHAI, MOJI & KOBE				Butterfield & Swife'	
SHANGHAL	RUBI	Rait ota	R. W. Almand	SHEWAN, TOMES & Co	
AMOY & MANILA				r	
FOOCHOW, VIA SWATOW & AMOY	Promitor	Ton ot-	H A Haraldase	OSAKA SHOSEN KAISHA	
TAMSUI, VIA SWATOW & AMOY	M Smrrve	. Jap. 861.	T. A. HBFRIGSON	OSAKA SHOSEN KAISHA	
TAMSUL VIA SWATOW & AMOY	TI ATTOONS	Dap. Str.	T. Brandt		
SWATOW, AMOY & FOOCHOW	EARLOUNG	Drit. Str.	Mutton	!	1 .= '• • · · ·
SWATOW, CHEFOO & TIENTSIN	Tannou	Drit, Str.	(1 b) W-111	l	
MANILA	LICONGSANG	Driv. Str.	G. S. Weigall		1 /
MANILA	C. T.	Brit. str.	D D J	. ·	`l
MANILA DIRECT	ZAFIRO	Brit. str.	R. Rodger	SHEWAN, TOMES & Co	
CEBU & ILOILO	KAIPONG,	Brit, str.	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	BUTTERFIELD & SWIRE	27th inst.
SINGAPORE, PENANG & CALCUTTA	LUMBANG	Brit, str.	, panet	JARDINE, MATHESON & CO	/ 25th inst., 5 P.M.
ATTOMAN STRONG TO A TOTAL	1				

NIPPON YUSEN KAISHA.

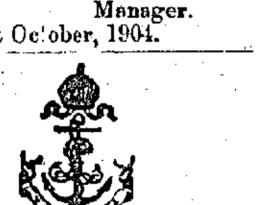
AUSTRALIAN'LINE.

FOR SYDNEY AND MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE & BRISBANE. THE Company's Steamship

"YAWATA MARU," Captain A. E. Moses, will be despatched as above on FRIDAY, the 21st inst., at 4 P.M. This well-known Steamer is specially constructed for service in the Tropics. and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and

Stewardess carried. For Freight or Passage, apply at the Company's Local Branch Office in Prince's Building First Floor, Chater Road.

A. S. MIHARA, Manager. Hongkong, 1st October, 1904. **[2350**]



AUSTRIAN LLOYD'S STEAM NAVI-GATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT). Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the BRAZILS, 10 SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS). THE Company's Steamship

"TRIESTE," Captain Mistrorigo, will be despatched as above on SATURDAY, the 29th inst., P.M. For information as to Passage and Freight, SANDER, WIELER & CO.,

Agents. Princes' Buildings. Hongkong, 4th October, 1904.

STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL.

/ | THE Steamship

"KENNEBEC" will be despatched as above on or about the 12th November. For Freight or further information, apply to STANDARD OIL COMPANY

OF NEW YORK, Oriental Freight Department. Hongkong, 14th October, 1904.

REGULAR STEAMSHIP SERVICE TO NEW YORK. VIA PORTS AND SUEZ CANAL Proposed Sailings from Hongkong.

About 1904. 'ST. HUGO" 25th Nov. For Freight and further information, apply to DODWELL & CO., LD., Agents. Hongkong, 9th August, 1904.

HONGKONG-MACAO LINE.

S.S. "WING CHAI," Captain T. Austin, B.N.R. THIS Steamer departs from Hongkong, on Week Days, at 7.30 A.M.; and on Sundays, at 8,30 A.M.: Departs from Macao on Week Days about 2 P.M. and on Sundays at 6.30 P.M. FARES-(week days) 1st Class (including cabin and servant), Single \$3, Return Ticket \$5. 2nd Class \$1. 3rd Class 50 cents.

following rates: 1st and 2nd Class. Single Ticket \$1, Return \$2. 3rd (lass, Single 30 cents, Return 50 cents, Steerage 10 cents. Tiffin and Dinner can be supplied either on board, or at the Macao Hotel, for returning Passengers only, at an extra charge of \$2. On Sundays, Passengers desiring to have a Private Cabin, which has accommodation for

Every Sunday wil be on Excursion, at the

two or more Passengers, will be charged \$3 First Class Passongers who do not care to return on the fixours on Sunday, will be allowed Leaving Hongkong every MONDAY, to do so the following day (Monday) on produc-WEDNESDAY and FRIDAY EVENING, tion of the Return Half Ticket. Should the at 9 P.M. and returning from Canton every Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half-ticket will be available for the following day.

The Steamer is lit throughout by Electricity. The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Street. MING ON & CO. 2nd Floor, 16, Victoria Street.

Hongkong, 7th October, 1904.

OSAKA SHOSEN KAISHA

REGULAR STEAM-SHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG-

SUBJECT TO ALTERATION. LEAVING. STEAMERS "FRITHJOF" SUNDAY, 23rd Oct., TAMSUI, VIA SWATOW at Daylight. H. A. HARALDSEN AND AMOY WEDNESDAY, 26th "TRIUMPH" FOOCHOW, VIA SWATOW Oct., at Daylight. A. Hansen -AND AMOY SUNDAY, 30th Oct., "M. STRUVE" TAMSUI, VIA SWATOW at Daylight. AND AMOY T. BRANDT

On account of the present state of political aff irs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.

For Freight, Passage, and further information, apply at the Company's local Branch Office

at No. 8 Des Voeux Road Central. Hongkong, 17th October, 1904.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SPEED. PUNCTUALITY. SAFETY. "Empress" Twin Screw Steamships-6,000 Tons-10,000 Horse-Power-Speed 19 knots. SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC. PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF JAPAN" ... 6,000 Tens...... WEDNESDAY, 14th Dec. Hongkong to London, 1st Class via St. Lawrence 200 via New York 262. Intermediate on Steamers, ? and 1st Class Rail

THE magnificent TWIN-SCREW "EMPRESS" STEAMSHIPS passing through the famous INIAND SEA of JAPAN, usually make the voyage YOKOHAMA to 'VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Nava-Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese an Japanese Governments

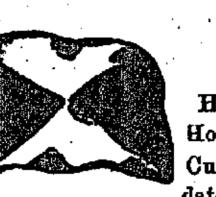
For further information, Maps, Guides, Handbroks, Rates of Passage and Freight, apply to D. W. CRADDOCK Acting General Agent, 9, Pedder Street

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG S'HAI via INLAND PORTLAND, OREGON SEA OF JAPAN, MOJI, KOBE AND YOUGHAMA FOR CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP CAPTAIN TO SAIL ON "NUMANTIA".... October 27th, 1904. Brehmer..... ARABIA"...... Bable November 19th, 1904. December 13th, 1904. "ARAGONIA" Schuldt Wagner January 9th, 1905. 'NICOMEDIA" Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT. Hongkong, 14th October, 1904.



HONGKONG-MANILA.

Highest Class, newest, fastest and most unarious Steamers between Hongkong and Manila. Seloon amidships, Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-todate arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

				
Steamship	Tons.	CAPTAIN,	FOR	SAILING DATE.
RUBIZAFIRO	2540 2540	R. W. Almond R. Rodger	Amoy & Manila. Manila direct.	Sat., 22nd Oct., 10 A.M. Sat., 29th Oct., 10 A.M.
Mara Trace Intelligible			* .	

For Freight or Passage apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 18th October, 1904.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMFN. STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,

AND SOUTH AMERICAN PORTS. STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION SAILING DATES. STEAMERS.

- 1		•			180æ	
	ZIETEN	•	•••	WEDNESDAY	•••	26th October
ļ	PRINZESS ALICE		**1	WEDNESDAY	•••	9th November
	PRINZ HEINRICH	•••	•••	WEDNESDAY	***	16th November
	PRINZ REGENT LUITPOLD	440	***	WEDNESDAY	***	23rd November
	PREUSSEN		***	WEDNESDAY	•••	7th December
	PRINZ EITEL FRIEDRICH	***		WEDNESDAY	***	21st December
	SEYDLITZ	***	***	WEDNESDAY		4th January 190
	GNEISENAU	***		WEDNESDAY	.1 ###	18th January
	BAYERN	+1+	4.	WEDNESDAY	****	1st February
		•••		WEDNESDAY	***	15th February
		• • •		WEDNESDAY		1st March
			**1	WEDNESDAY		15th March
			1	WEDNESDAY	*	29th March
	PREUSSEN			WEDNESDAY	•••	12th April
	PRINZ EITEL FRIEDRICH	•••	***	WEDNESDAY	***	26th April
	I					

O' WEDNESDAY, the 26th day of OCTOBER, 1904, at Noon, the Steamship "ZIETLN," Captain F. von Binzer, with MAILS PASSENGER: SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 24th October. Cargo and Specie will be received on Board until 5 P.M., on Tuesday, the 25th October, and Parcels will be received at the Agency's Office until Noon on Tuesday, the 25th October. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50,, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLO7D. For further Particulars, apply to

MELCHERS & CO., AGENTS. Hongkong, 13th October, 1904

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER-DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTS, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS:

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION. DESTINATIONS. BAILING DATES. ·TFAMERS.

SENEGAMBIA HAVRE and HAMBURG

(ex NURNBERG) (Calling at Singapore, Penang and Colombo) On 13th Dec. Freight.

For Further Particulars, apply to HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE. No. 1, Quern's Buildings.

NORTHERN PACIFIC

BOSTON S. S. CO. BOSTON TOWBOAT CO. CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA

MOJI, KOBE AND YOKOHAMA.

Steamer.	:	Tons.	Captain.	Saili	ng Date.	
‡ LYRA		4,417	G. V. Williams	Saturday,	October	29th
	·					
	: 					
500			Cargo only.		-	

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND-CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS. The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA. For further information apply to-

DODWELL & CO., LIMITED, GENERAL AGENTS. Queen's Buildings. Hongkong, 26th September, 1904.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

) See Special Advertisement.

* Expected to arrive on or about 7th October, will leave for the above port as soon as possible. after her arrival with the next English Mail.

For further Particulars, apply to

E, A. PEWETT.

TO SAIL

Hongkong, 19th October, 1904.

Superintendent

OCEAN STEAM SHIP CO., LD. CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN. WEST AUSTRALIAN, JAVA, AND SUMATRA PORTS. OUTWARDS.

GLASGOW and LIVERPOOL GLASGOW and LIVERPOOL	6 TARDIANUS"	On 29th October.
		•

HOME WARDS. STEAMERS · GENOA. MARSEILLES and "ACHILLES"..... On 20th October. LIVERPOOL LONDON, AMSTERDAM and "PINGSUEY"..... On 25th October. ANTWERP LONDON, AMSTERDAM and "MACHAON"..... On 8th November. ANTWERP LONDON, AMSTERDAM and ? "JASON" On 22nd November. LIVERPOOL Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

STEAMERS. VICTORIA, SEATTLE, TACOMA, and) On 1st November. "YANGTSZE" all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA)

For Freight, apply to-BUTTERFIELD & SWIRE, AGENTS.

[10-11]

Hongkong, 8th October, 1904.

NAVIGATION CO. LIMITED.

TO SAIL. On 25th October. MANILA * "KAIFONG" On 27th October. CEBU and ILOILO "KANSU"..... On 27th October. SWATOW, CHEFOO and TIENTSIN ... PORT DARWIN, THURSDAY) ISLAND, COOKTOWN, CAIRNS, L. TAIYUAN"...... On 27th October. TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE SHANGHAI † "WOOSUNG" On 29th October.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivalled Table. A duly qualified Surgeon is carried. Taking Cargo on through bills of lading to all Yangtaze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand Ports and other REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND

AUSTRALIAN PORTS. For Freight or Passage, apply to-

BUTTERFIELD & SWIRE, AGENTS.

Hougkong, 20th October, 1904. ANDO-CHINA STEAM NAVIGATION CO.. LIMITED.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION). TO SAIL. STRAMERS

* MANILA "LOONGSANG" ... Friday, 21st Oct., 4 P.M. *SINGAPORE, PENANG & CALCUTTA "KUMSANG" Tuesday, 25th Oct., 3 P.M.

* These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light. + Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtsze Ports.

For Freight or Passage, apply to JARDINE, MATHESON & CO.,

GENERAL MANAGERS.

Hongkong, 18th October, 1904.

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIEECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL.

The following chartered steamers will run at intervals of about 3 weeks:-... Captain J. P. Dawson. S.S. "SWANLEY" Captain J. W. Martin. S.S. "COURTFIELD"... Captain W. E. Steele. S.S. "CRANLEY" Captain A. Jennings. SS. "IKBAL" ... Captain C. E. Cox. S.S. "ASCOT" S.S. "TWEEDDALE"... Captain T. M. Milne. Captain J. C. Williamson. S.S. "LOTHIAN" Captain E. S. Pearse. s.s. "INKUM" ...

For Freight, apply to

LIVINGSTON & CO.,

AGENTS.

Hongkong, 27th September, 1904. EASTERN AND AUSTRALIAN STEAM. SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. Calling at PORT DARWIN and QUEENS-LAND PORTS, and taking through Cargo to Adelaide, New Zealand, TASMANIA, &c.)

THE Steamship

"EMPIRE," Captain P. T. Helms, will be despatched for the above ports on WEDNESDAY, the 16th November, at Noon.

This well-known Sleamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions. Ice, &c., throughout the voyage. This Steamer is installed throughout with

the Electric Light. A Stewardess and a duly qualified Surgeon are carried. N.B.—To assure the additional comfort of

passengers the Steamers of the Company have electric fans fitted in staterooms. For Freight or Passage, apply to GIBB, LIVINGSTON & CO.,

Agents Hongkong, 18th October, 1904.

NATAL LINE OF STEAMERS.

TATHE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in South Aprica, in connection with Indo-CHINA STTAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from

For Freight and further particulars, DODWELL & CO., LIMITED, General Agents for China and Japan. Hengkong, 4th Angust, 1897.

CALCUTTA for CAPE POETS every fortnight.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON. AUS-TRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS. PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS. *HE Steamship "MALTA," Captain R. A. Peters, carrying His Majesty's Mails, will be descatched from this for Bombay

on SATURDAY, the 22nd OCTOBER, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "Britannia." 6,525 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables, all cargo for France, and Tea for London (nuder arrangement), will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for Loudon, &c., will be conveyed from Bombay by the R.M.S. "Mongolia," due

in London on the 4th December, 1904. Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required. For further particulars, apply to

E. A. HEWETT, Superintendent. Hongkorg, 10th October, 1904. NOT RESPONSIBLE FOR DEBTS

EITHER the CAPTAIN, the AGENTS, nor the Owners will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during the stay in Hongkong Harbour. Kentmere, British Ship, T. E. Burch-

Standard Oil Co. E. B. SUTTON, American barque, Johnson.-OrderFOR CANTON.

THE new and fast Twin-Screw Steamer

"SAN CHEUNG," 951 Tons, Captain J. McGinty, will leave for Canton at 9 P.M., on SUNDAYS, TUES-DAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office. First-class Fare, \$3 each way. Secondclass, \$1.50 each way. Meals, \$1 each.

Cargo Freight very moderate. CHEUNG ON STEAMBOAT CO., LD. No. 147, Counaught Road Central.

Hongkong, 15th March, 1904 NOTICES TO CONSIGNEES

FROM HAMBURG, BREMEN, ROTTER-

DAM, ANTWERP, PENANG

AND SINGAPORE.

THE H.A.L. Steamship

"SLAVONIA," Captain Madsen, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless: notice to the contrary be given before Noon. TO-DAY, the 13th inst.

Any Cargo impeding her discharge will be Gueydon, cruiser, 9376 tons, 36 guns, 20,200 Rainbow, cruiser, 4000 tons, 14 guns, - h.p., landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining: undelivered after the 20th inst., will be subject

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst., at 3 P.M.

No Fire Insurance has been effected. HAMBURG-AMERIKA LINIE, Hongkong Office. Hongkong, 13th Oceber, 1904.

BOSTON TOWBOAT COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "LYRA," FROM TACOMA, SEATTLE, VICTORIA, YOKOHAMA, KOBE, MOJI. AND SHANGHAI.

TITHE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their

Goods from alongside. Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense. No Fire Insurance will be effected by us in

any case whatever. DODWELL & CO., LD., Agents.

Hongkong, 16th October, 1904.

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice to book cargo and issue Bills of Lading to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PURTS, also to OVER-LAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY from SEATTLE, as hitherto, by the steamers of the NORTHEEN PACIFIC S.S. CO., BOSTON STEAMSHIP and CHINA MUTUAL S.N. CO. For Further Particulars, apply at the

Company's Local Branch Office in Prince's Building, First Ploor, Chater Road. A. S. MIHARA, Manager.

Houghong, 20th May, 1904.

AMOYENGINEERING CO., LD. AMOY

CALL FLAG E.

EPAIR WORK to Steamers and Launches. Castings in Brass and Iron. Moderate charges. Work solicited. J. D. EDWARDS, Manager.

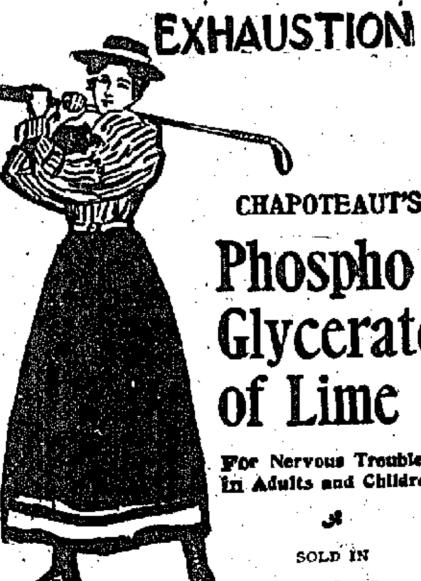
Amoy, 3rd December, 1903.

ON SALE.

THE PROVINCE OF SHANTUNG. ITS TRADE, POPULATION AND FUTURE PROSPECTS.

BY M. O'S Reprinted from the "Hongkong Daily Press." Price, 50 cents Cash, Messrs. Kelly & Walsh or Daily Press Office Hongkong, 31st January, 1900.

FOR NERVOUS EXHAUSTION



CHAPOTEAUTS Glycerate For Nervous Troubles in Adults and Children

Capsules, in Syrup, and in Wine

Increases vital energy and nerve force. Full instructions with each bottle

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(PIOL&STEEL Tor Ladies. E French Remedy for all Irregularities Thousands of Ladies kup a box of Fartin's Pills in the house, so that on the first sign of any Irregularity of the System a timely does may be administered. Those was use them recommend them, hence their enormous sale. At all Remistrand Stores, or postfree and Martin, Chewist SOUTHAMPTO. CHECLANG.

MARTIN'S

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

AUSTRO-HUNGARIAN.

Aspern, cruiser, 2437 tons, 20 guns, 7300 h.p., Capt. Friedrich Grinzenberger, Hongkong Kaiserin Elisabeth, cruiser, 4000 tons, 29 gu 18, 8003 h.p., Captain Mirtl, Japan

Acheron, armoured gunboat, 1796 tons, 10 guns, 1700 h.p., Lieut. Ferret, Saigon Alouette, gunboat, 300 tous, 7 guns, 400 h.p., Lieut, A. Varney, Saigon Argus, gunboat, 123 tons, — guns, 500 h.p.,

Lieut. Jeannel, Canton Aspic, gunboat, 475 tons, 3 guns, 450 h.p., Lieut. Méléart, Saigon Avalenche, gunboat, 140 tons, 5 guns, 150 b.p.,

Haiphong Baionnette, gunboat, Lieut, Lefèvre, Saigon Lieut. M. du Vignaux, Tourane Caronade, gunboat, Lieut. Hue, Saigon Casse-tete, gunboat, 140 tons, 5 gans, 150 h.p.,

Saigon Chateaurenault, cruiser (flagship), 9018 tons, 18 guns, 17,000 h.p., Captain A. M. Poidloue,

Comdr. Louel, Haiphong D'Assas, cruis er, 4000 tons, 31 guns, 9500 h.p., New Orleans, cruiser, 3437 tons, 20 guns, 7500

Lieut.-Comdr. L'Eost, Shanghai Lieut. Mère, Haiphong Lieut. Jehenne, Hongkenz

h.p. Captain Goudot, Saigon Henri Riviere, gunboat - tons, - guns, h.p., Lieut, Blaise, Haiphong Jacquin, gunboat, Lieut, Corlouer, Haiphong Javeline, destroyer, 307 tons, 7 guns, 30) h.p., Lieut. Comdr. Beaussant, Hongkong

Kersnint, gunboat, 1250 tons, 6 guns, 2200 h.p., Comdr. Le Golleur, Shanghai Montesim, cruiser (Vice-Admiral's flagship), 9700 tons, 12 guus, 19,600 h.p., Capt. Cros, Hongkong

Mousquet, destroyer, Lieut. Prat, Hongkong Olry, gu boat, — tons, — guns, — h.p., Lieut. Audemard, Yangtse Pascal, erniser, 4015 tons, 27 guns, 8500 h.p., Comdr. Chevalier, Haiphong Peiho, ganboat, Lieut. Lavissière, Tongku Pistolet, destroyer, Lieut. de Reinach-Worth,

Hongkong Redoutable, cruiser, 9437 tons, 8 guns, 6071 h.p., Commodore C. P. M. Poidloue, Saigon Comdr. T. de Balincourt, Saigon Sully, cruiser, 10,014 tons, 38 guns, 20,000 h.p.,

Captain Guiberteau, Holhow Surprise, gunboat, 6.9 tons, 2 guns, 900 h.p., Lieut. Roque, Shanghai Lieut. ——, Yangtsze

Takou, destroyer, Lieut. Gaillard, Saigon Vauban, cruiser, (reserve) 6150 tons, 23 guns 4560 h.p., Lieut. Ratyé, Saigon Vigilante, gunboat, 123 tons, 7 guns, 500 h.p., Lieut, Carol, Canton

Bussard, cruiser, 1857 tons, 15 guns, 2900 h.p., Comdr. Huss, ----Fatherland, cruiser, — tons, — guns, — h.p., Captain von Buelow, Shanghai

Furst Bismarck, (flagship), 11,000 tons, 36 guns, 14,000 h.p., Captain Prowe, Shanghai Geier, cruiser, 1776 tons, 15 guns, 2960 h.p., Comdr. von Studnitz, Shanghai Han-a, cruiser, 6230 tons, 34 guns, 10,000 h.p., Captain Weber, Hongkong

Hertha, cruiser, 6500 tons, 37 gans, 10, 00 b.p. Capt. Baron Schimmelmann, Tsingtau Iltis, guntoat, 1000 tons, 10 guns, 1300 h.p., Comdr. Baron von M. Hullessom, Canton Jeguar, gunboat, 900 tons, 10 guns, 1300 h.p., Commander Wilbrandt, Shanghai.

and TOWBOAT CO.'S, OCEAN S.S. CO., Luchs, gunboat, 850 tons, 10 guns, 1344 h.p., Commander Kroencke, Shanghai Mowe, gunboat, 1009 tons, 8 guns, 875 h.p., Commander von Grumbkow, Manila Seeadler, cruiser, 1640 tons, 15 guns, .800 h.p.,

Commander Persius, Tsingtau Thetis, cruiser, 2660 tons, 24 guns, 8000 h.p., Captain Voit, Shanghai Tiger, gunboat, 900 tons, 10 guns, 1300 h.p., Commander Deimling, Amoy l'itania, cruiser, Captain Schaake, Hongkong.

Tsington, gunboat, 170 tons, 5 guns, 1300 h.p., Commander Giebber, Canton Vorwarts, gunboat, - tons, 3 guns, 500-h.p., Lieut. Scharf, Sbanghai.

Elba, cruiser, 2300 tons, 10 guns, 7471 h.p., · Captain Borea Ricci, Haiphong Marco Polo, cruiser, 3609 tons, — guns, — h.p., · aptain Presbitero, Shanghai Puglia, cruiser, 2498 tons, 29 guns, 7000 h.p.,

Captain Pescetto, Chemulpo PORTUGUESE. Adamastor, cruiser, 1960 tons, 14 guns, 4000 h.p., Captain d'Antas Ribeiro, Shanghai Diu, gunboat, 720 tons, 6 guns, 700 h.p., Capt.

Coutinho, Macao Vasco de Gama, cruiser. 3020 tons, 20 guns, 6000 h.p., Capt. Manuel Vasco de Carvalho,

Shanghai Amour, craiser, 2600 tone, 5 guns, 4700 h.p., Commander Gramatchickoff, Port Arthur Askold, craiser, 6000 tons, 27 guns, 24,000 h.p., Captain Reitzenschtein, Shanghai

Bayan, cruiser, 7800 tons, 10 guns, 16,500 h.p., Captain ---- Port Arthur Bogatyr, cruiser, 6640 tons, 12 guns, 19,500 h.p.,

Boyarin, cruiser, 3200 tons, 19 guns, 18,000 h.p., Commander Sarutcheff, Port Arthur Diana, cruiser, 6731 tons; 6 guns, 8000 h.p.,

Captain ----- Saigon Djigit, gunboat. 1456 tons, 3 guns, 1700 h.p., Captain Nasarowsky, Port Arthur Gaidamak, gunboat, 5 10 tons, 9 guns, 3500 h.p., Commander Yourieff, Port Arthur

Gremiastchy, gunboat, 1490 tons, 6 guns, 2000 h.p., Commander Zagarausky, ---Gromoboi, cruiser, 12,364 tons. 44 guns, 14,509 h.p., Captain Jesson, Vladivostock Guiliak, gunboat, 1000 tons, 6 guns, 1000 h.p.,

Commander Shumoff, ---Mandjour, gunboat, 1224 tons, 7 guns, 1430 h.p., Commander Crown, Shanghai Otvajny, gunboat, 1490 tons, 6 gnns, 2000 h.p., Commander Vasilieff, Port Arthur Pallada, cruiser, 6630 tons, 34 guns, 11,610 h.p.,

Captain Kossowitch, Port Arthur Peresviet, battleship, 12,674 tons, 60 guns, 14,500 h.p., Captain Koroleff, Port Arthur Pobeda, battleship, 12,674 tons, 60 guns, 14,500 h.p., Captain Zatzeroieng, Port Arthur Poltava, battleship, 10,960 tons, 50 guns, 10,600

h.p., Captain Oseroff, Port Arthur Rasboinik, craiser, (training ship), 1334 tons, 10 guns, 1786 h.p., Commander Liven, Port Retvizan, battleship, 12,902 tons, 62 guns, 16,000

h.p., Captain ----, ---Rossia, protected craiser, 12,200 tons, 68 guns, 17,000 h.p., Captain Sepelrennipoff, Viadi-Sevastopol, battleship, 10,960 tons, 50 guns, 10,600 h.p., Captain Serebrennikoff, Port Arthur Siwoutch, gunboat, 950 tons, 2 guns, 1125 h.p.

Lieut.-Comdr. Ivanoff, Port Arthur.

| Tsesarevitch, battleship, 13,110 tons, 68 guns, 16,300 hp., Capt. N. Dablich, Port Arthur Zabiyaka, orniser, 1230 tons, 15 guns, 1194 h.p., Commander Abramoff, Port Arthur

UNITED STATES. Albany, cruiser, 3769 tons, 28 guns, 7500 h p... Captain Dyer, Cavite Annapolis, gunboat, 1000 tons, 12 guns, 1227

h.p., Captain Rohrer, Shanghai Barry, t.-b.-d., 420 tone, 7 guns, 8900 h.p., Lieut, Irwin, Hongkong Callao, gunboat, 208 tons, 10 guns, 600 h.p., Lieut. Dismaker, Hongkong

Lieut. E. P. Jessop, Hongkong Ciucinnati, cruiser, 3213 tons, 19 gaus, 7500 h.p., Captain G. B. Harber, ——— Dale, t.-b.-d., 420 tons, 7 guns, 8000 h.p., Lieut,

Garness, Hongkong Bengali, gunboat, 580 tons, 6 guns, 400 h.p., Decantur, t.-b.-d., 420 tons, 7 guns, 8000 h.p., Lieut. A. W. Knox, Hongkong Eleano, gunboat, 560 tons, 10 gans, 6000 h.p., E. B. Sutton, American barque, 1,248, John-Lieut.-Comdr. J. Hood, Shanghai Helena, gunboat, 1392 tons, 8 guns, 1988 h.p., Commander P. E. Sanyer, Canton

Monadnock, monitor, 3990 tons, 6 guns, 3000 h.p.,-Captain Mahan, Shanghai Cométe, gunboat, 525 tons, 4 guns, 438 b.p., Monterey, monitor, 40s4 tons, 4 guns, 5244 h.p., Commander J. B. Milhen, Cavite h.p., Commander ----, Shanghai Decidée, gunboat, 645 tons, 10 guns, 1,000 h.p., Oregon, cruiser, 10,288 tons, 45 guns, 11,111 OTTER, torpedo boat destroyer, Lieut, E. H.

b.p., Captain Burwell, Shangbai Estoc, gunboat, — tons, — guns, — h.p., Pampanga, gunboat, 201 tens, 3 guns, 250 h.p., Ensign J. E. Bass, Cavito Fronde, destroyer, 350 tons, 7 gans. 303 h.p., Paragus, gunboat, 201 tons, 3 guns, 250 h.p., Captain Bounett, Cavite

Captain J. B. Collins, Manila Raleigh, cruiser, 3213 tons, 18 guns, 7500 h.p., Commander Marshall. Chemulpo San Francisco, cruiser, 4098 tons, 27 guns, 9913

h.p., Captain Verv. Manila Vicksburg, cruiser, 1000 tons, 13 guns, 1118 h.p. Commander Marshall, Shaughai Villalobos, gunboat, 347 tons, 3 guns, 500 h.p., Lieut. H. A. Wiley, Shanghai Wilmington, gunboat, 1397 tons, 8 guns, 1894 h.p., Commander A. W. Dodd, Manila

Wisconsin, flagship, 12,000 tons, 50 guns, 12,609

SHIPPING IN PORT.

h.p., Captain Clover, Shaughai

STEAMERS. ACHILLES, British str., 4,483, O. P. Williams, 18th Oct., -Shanghai 15th Oct., General. -Butterfield & Swire. AGINCOURT, British str., 2,876, H. T. Worsnop,

Hainan Island 1st Oct,-Gilman & Co. Styx, cruiser, 1796 tons, 10 guns, 1700 h.p., AMARA, British str., 1,566, C. J. Mattock, 17th October, -- Moji 13th October, Coal. --Jardine, Matheson & Co. BINH THUAN, French str., 983, Ribault, 15th October, -Samarang 29th Sept., Sugar, --

Bradley & Co. Takiang, gunb at, - toos, - guns, - h.p., CHOWFA, German str., 1,055, F. Spiesen. 17th October - Bangkok 5th October, Rice .-Butterfield & Swire. DAGMAR, German str., 921, C. Wolff, 18th Oc ober, -Bangkok 11th October, Rice. --

Butterfield & Swire. DECIMA, German str., 794, Schlaikier, 14th October,-Saigon 1 th Oct., General.-Sander, Wieler & Co. EDENDALE, British str., 772, Moss, 17th Oct., -Singapore 27th Sept. and Saigon 10th

Oct., Rice and General.-Master. ELG, Norwegian str., 708, Christopherson, 30th Sept.,-Iloilo 26th September, General,-Sander, Wieler & Co. FAUSANG, British str., 1,410, R. Cox, 12th Oct., -Sourabaya 4th October, Sugar. - Jardine,

Matheson & Co. FOREST DALE, British str., 2,284, H. Noall, 18th Oct., -- Moji 12th Oct., Co 1. -- Bradley & Co. Hailoong, British str., 783, C. A. Mutton, 17th October,-Hainau Island 15th Oct. General.—Douglas Lapraik & Co. KAMPOT, French str., 900, Nona, 30th Aug.

-Newchwang 25th Aug., General.-Bradlev & Co. KARIN. Swedish str., 697, G. Petterson, 7th Oct. -Saigon 1st October, Rice. -Sander,

KEONGWAI, German str., 1,115, W. Mollermann, 14th Oct., -Bangkok 1st Oct., Rice and Meal.—Butterfield & Swire. LILIA, British str., 1,834, E. Morris, 28th Sept. -Saigon 23rd Sept, General.-Chinese.

Loongsang, British str., 1,092, G. S. Weigal 17th Oct. - Manila 14th Oct., General. -Jardine, Matherson & Co. LOOSOK, German str., 1,020, Schultzen, 18th October, -Swatow 17th Oct., Rice. -Butter-

field & Swire. MARIA VALERIE, Austrian str., 2,643, Berberovich, 18th October,-Trieste and Singapore 13th October, French Mails and General .--Sander, Wieler & Co. PARLAT, German str., 1,018, Demes, 5th Oct.,

-Bangkok 28th Sept., Rice and Wood.-Butterfield & Swire. PRICHABURI, German str., 1,373, G. Hillmann, 18th Oct.,-Bangkok and Kohsichang 11th October, Rice and Wood.-Butterfield &

RUBI. British str., 1,611, R. W. Almond, 17th October, - Manila 15th October, General -Shewan, Tomes & Co. SHAHZADA, British str., 1,293, G. C. Martin, 14th October,-Saigon 8th Oct., Rice .-

Sikh, British ser., 3,316, James Rowiey, 12-a Oct.,-Yokohama 7th October, Ballast.--Dodwell & Co.

TARTAR, British str., 2,768, F. W. Evans, 18th October,-Vencouver 19th Sept., General. -- C. P. R. Co.

THALES, British str., 820, E.S. Crows, 11th Oct., -Swatow 10th Oct., General.-Douglas.

Lupraik & Co. Bainbridge, t.-b.-d., 420 tons, 7 gans, 8000 h.p., Tillatian, Dutch str., 2,475, H. Koops, 17th Lieut. G. Williams, Hongkong October,—Macassur 9th Oct., General.— Java-China-Japan Lijn.

TSINAN, British str., 1,463, W. B. Brown, 15th October .- Australi . via Manila and Sydney 20th Aug., General.—Butterfield & Swire-Chauncey, t.-b.-d., 420 tons, 7 guns, 8000 h.p., YATSHING, British str., 1,423, T. Sellar, 12th October,-Sourabaya 3rd Oct., Sugar.-Jardine, Matheson & Co.

YAWATA MARU, Japanese str., 2,366, A. E. Moses, 18th October,--Yok hama 8th Oct. and Nagasaki 11th, General.-Nippon Yuson. SAILING SHIP.

- Order. BRITISH WARSHIPS. ALACRITY, British despatch-boat, 1,700, Comdr.

son, 19th July,-Chafoo 28th June, Ballast.

R. M. Harbard CHERUB, water tank and tug. Espiecie, British gunboat, 1,070, Ernest G.

Barton. HANDY, torpedo boat destroyer.

Jellicoe. TAKU, torpedo-boat destroyer. TAMAR, receiving ship, Commodore C. G.

Dicken. VENGEANCE, battleship, 12,959, Capt. Stuart. C.M.G.

VIRAGO, torpedo-bont destroyer. FOREIGN WARSHIPS. BAINBRIDGE, U.S. torpedo-boat, Lieut. Sexton. BARRY, U.S. torpedo-boat, Lieut. Irwin. CALLAO, U.S. gunboat, 235, Lieut. Dismaker. CHAUNCRY, U.S. torpedo-boat, Lieut. Jessop. DECATEUR, U.S. torpedo-boat, Lieut. Knox. FRONDE, French torpedo-boat, 369, Lieut. Tehenne.

GENERAL ALAVA, American transport, Captain Whitton. HANSA, German cruiser, 5,900, Capt. Weber. JAYELINE, French torpedo boat, 360, Beaussant. MONTCALM, Franch cruiser (Vice-Admiral's

PISTOLET, French torpedo-boat, 360, de Reinach-TITANIA, German cruiser, Capt. Schaake.

MOUSQUET, French torpedo boat, 360, P. at.

flagship), 10,000, Cross.

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Com. R. M. Harbord, Hongkong Albion, battleship 12,950 tons, 16 guns, Capt. Fremantle, Weihaiwei. Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p.,

Comdr. Rowland Nugent, Behring Sea. Amphitrite, 1st class cruiser, 11,000 tons, 18,000 h.p., Capt. Charles Windham, C.V.O. Audromedia, cruiser, 12,500 tons, Capt. Nelson

Ommanney, Weihaiwei

7,000 i.h.p., Captain Lionel G. Tufnell Singapore. Bramble, gunboat, '710 tous, 6 guns, 1,300 h.p., Lieut.-Comdr. O. M. Makins, Yangtsze Britomart, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut.-Comdr. Thos. D. Pratt. Weihaiwei

Astraea, 2nd class cruiser, 4,360 tons, 10 guns,

Weihaiwei. Cressy, cruiser, 12,000 tons, 14 guns, 21,000 h.p., Capt. Henry M. T. Tudor, Weihaiwei. Espiegle, gunboat, 1,070 tons, 10 guns, Comar. Satow, en route Singapore

Fame, torpedo-boat destroyer, 360 tons, 6 guns,

Centurion, battleship, 10,500 tons, Capt. Fegen,

5.700 h.p., Lieut.-Comdr. C. Asser. Wei-Fearless, gunboat, 443 tons, 12 guns, Comdr. Vaughau Lewes, Shanghai Glory, battleship, 12,950 tons, 16 guns, 13,500 h.p., Captian A. W. Carter, Weihaiwei.

Handy, torpedo-boat destroyer, 260 tons, 6 gans, Hart, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Weihaiwei

Humber, storeship, 1,640 tons, Comdr. P. M. Iphigenia, 2nd class cruiser, 3,600 tons, Capt. Fawckner, Shanghai. Janus, torpedo-boat destroyer, 280 tons, 6 gans,

3,900 h.p., Lieut.-Comdr. J. A. Gregory, Weihaiwei Kinsha, river gunboat, 331 tons, Lieut. Comdr. Christopher P. Metcalf, on Yangtsze Leviathan, cruiser, 14,100 tons, Capt. Hon. W. G. Stopford, Weihaiwei

Moorhen, river gunboat, 180 tons, 2 guns, Lieut Comdr. F. B. Noble, West River Ocean, battleship, 12,950 tons, 16 gans, 13,500 i.h.p., Captain Greet, C.M.G., Weihaiwei Otter, torpedo-boat destroyer, 350 tons, in

Phoenix, sloop, 1,015 tons, 6 guns, 1,400 h.p., Comdr. J. Nicholas, Chemulps Rambler, surveying-ship, 583 tons, Comdr. Cha. E. Monro, Labuan Rinaldo, sloop, 980 tons, 6 gans, Comdr. D. S.

Robin, river gunboat, 85 tons, 2 guns, 240

h.p., Lieut.-Comdr. Vaughan, West River

Aubyn Wake, Shanghai

Proved by experience.

Three-quarters of a century before the Public and constantly growing in appreciation

van Jautens

is to-day The Standard Cocoa of the World. Exquisite in flavor, highly nourishing and refreshing, experience proves it to be

The Best of all Cocoas.

286-6

POST OFFICE NOTICES

The Simla, with the English, until of the 23rd ult, left Singapore on Sunday, the 16th inst., at moon, and may be expected here to-morrow. This packet brings replies to letters despatched from Hongkong on the 23rd August.

The Korea, with the American mail, leaves Manila on Friday, the 21st inst, at noon, and may be expected here on or about Sunday, the 23rd inst.

MAILS	WILL	CLOSE	

Macso	FOR	PER	1	DATE.	. '
Canton Honton Achilles Thursday, 20th, 7.30 Achilles Thursday, 20th, 9.00 Achilles Thursday, 20th, 9.00 Achilles Thursday, 20th, 9.00 Achilles Thursday, 20th, 9.00 Achilles Thursday, 20th, 1.15 Faveanny Thursday, 20th, 1.15 Faveanny Thursday, 20th, 1.15 Faveanny Thursday, 20th, 3.00 Faculton Krongwoon and Kunchuk Takhing Thursday, 20th, 5.00 Faculton Hardy Thursday, 20th, 5.00 Faculton Thursday, 20th, 5.00 Faculton Thursday, 20th, 5.00 Faculton Hardy Thursda					7.00 A.M
Singapore Bangkok Bangkok Keongwai Thursday, 20th, 9,00 a Macae Kongwai Thursday, 20th, 1,15 p Remeang Thursday, 20th, 5,00 p Rogaeon and Kumchuk Takhing Thursday, 20th, 5,00 p Thursday, 21th, 7,00 a Hankov Hermaskan Friday, 21st, 7,00 a Hermaskan Friday, 21st, 3,00 p Hermaskan Friday, 21st, 3,00 p Friday, 21st, 3,00 p Sabubo Hoffu Hermaskan Friday, 21st, 3,00 p Friday, 2	Canton	Honum			
Bangkok Reonguesi	Singapore	Achilles			•
Macao		Keongwai	Thursday,		
Kobe Kongracon and Kumchuk Caston Kondracon and Kumchuk Caston Kamtao Sanbuo Sanbuo Sanbuo Macao Ganton Macao Ganton Macao Ganton Macao Macao Macao Macao Macao Macao Macao Manila Shakehal and Yokohama Manila Manila, Thursday Island, Cooktown, C iras, Letters Postage 10 cents) 1 acao Macao Maria Friday, 21st, 330 p Maria Falerio Friday, 21st, 30 p Maria Falerio Friday, 21st, 50 p Maria Falerio Friday, 21st, 50 p Friday, 21st, 50	1	Heungshan	Thursday.		
Kongracon and Kumchuk Canton Canton Kanikao Sanbue Sanbue Macao Ma					
Canton Kamtao Thursday, 20th, 5.00 p Sanbue Hoifu Thursday, 20th, 5.00 p Thursday, 20th	Kongmoon and Kumchuk	Takhing			
Namitao Haifu Thursday 20th 50.0 pt				. ,	
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Swatow, Chefoo and Tientsin		F. 20.			
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Coinna Tampovilla Brighana Sudnay /	Swatow, Chefoo and Tientsin	Hansu	Thursday,	27th,	4 00 P.M.
Alaima 'l'awneville, Brighane Sviinev []		<u> </u>	· · · · · · · · ·		
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bourne, Adelaide and Perth	bourne, Adelaide and Perth				
TO-DAY	CDC TO A TE				

the 26th Oct.

York on the 14th August.

Audalusia, Preussen.

S. G Radeliff.

be expected here on the 7th Nov.

The Barber Line steamer Shimosa left New

I he A.A. steamer Kish left New York on the

The P. & A. steamer Arabia left Portland

The A.A. steamer Massapequa left New York

(Or.) on the 6th Oct. vin Japan ports, and may

on the (th Oct., and is due liere on the 29th Nov.

STEAMERS PASSED THE CANAL.

Indravelli, Kirklee, Lauschan, St. Bede, Nordpol.

30th-Ceylon, Pyrrhus, Yangtsze, Monmouth-

shire, Brezizel. Oct. 4th Benmohr, Fallodon

Hall, Budenia, Eiger, Prinz Regent Luitpold,

Poschan. 7th - Ardandeary, Radnorshire,

Ganges, Manica, Spezia, Simoom, Gueise

nau. 11th-Glenturret. 14th-Candia Glenfurg,

Senegambia, Shrewsbury. 18th - Glaucus, Thea,

ARRIVALS AT HOME.

Hyson. 14th - St. Fillans, Benlarig, Bedouin,

Sarpedon, Denbighshire. 18th-Java, Baralong,

PASSENGERS BOOKED TO

HONGKONG ...

with the steamer Nubia at Colombo, from

Per P. & O. steamer Moldavia, connecting

Pelcus, Menelaus, Ernest Simons.

Oct. 11th-Sithonia, Indrapura, Polynesien,

Sept. 23rd-Agamemnon, Segovia. 27th-

3rd Sept., and is due here on the 30th Oct.

TO-DAY. Ordinary yearly Meeting of Union Insurance Society of Canton, Limited, noon. Sale, Japanese Curios, Sales Rooms, Mr. V. 1. Remedios, 2.30 p.m. Collard's Lilliputian Opera Co., Theatre Royal, | due here to morrow.

City Hall, 9 p.m. TO-MORROW. Ordinary General Meeting of the Canton Insurance Office, Limited, noon.

COMMERCIAL.

CLOSING QUOTATIONS.

	19th October.
On London.—	•
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Bank Bills, on	$\mathbf{demand} = \mathbf{l}/10_{8}^{1} =$
Bank Kills at	30 days' sight 1, 10 1
Bank Bille, at	4 months sight $1/10^{-6}$
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ON NEW YORK.	- 10 (10 (10 (10 (10 (10 (10 (10 (10 (10
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ON TOROHAMA,—(de annel Daves 2007
On Singarana	denand-Pesos-89g
On Blocker	n demand 55 p.c. pm.
ON DATAVIA /B	demand111
ON SAMON On d	n demand

OPIUM. 13th October. Quetations are: Allow'ce net. to 1 catty. Malwa New81070 to \$1100 per picul Malwa Old\$1140 to \$1160 Malws Older\$1230 to \$1250 Malwa V. Old.... \$1270 to \$1300 Persian fine quality \$880 Persian extra fine. \$9-0. to Patna Old.....\$ — Benares New\$10672 to B-nares Old \$10:0 to -

ON BANGROK.—(n demand...........621-

Soveneigns, Bank's Buying Rate ...\$10.75

GOLD LEAF, 100 fine, per tael \$56.55

VESSELS EXPECTED.

THE ENGLISH MAIL.

The P. & O. steamer Simla left Singapore for this port on the 16th Oct., at noon, and is due here to-morrow, at 4 p.m. THE AMERICAN MAIL.

The P.M. steamer Korea leaves Manila for this port Friday noon; due here on Sunday, the 23rd Oct., a.m. The P.M. steamer Siberia left San Francisco for this port via Honolulu, &c., on the 7th Oct.

THE GERMAN MAIL. The I.G.M. steamer Zieten left Kobe on the 17th Oct., a.m., and may be expected here on Tuesday, the 25th Oct.

The 1.G.M. steamer Prinz Regent Luitpold left Colombo on Saturday, the 15th Oct. p.m., and may be expected here on Wednesday, the 26th Oct., p.m.

THE CANADIAN MAIL. The C.P.R. steamer Empress of India arrived at Yokohama at 10.30 a.m. on Tuesday, the 18th Oct., and left again at 3 p.m. same day for Kobe, where she was due to arrive at 3 p.m., Forsaith.

THE FRENCH MAIL. The M.M. steamer Tourane left Marseilles for China and Japan on the 16th Oct., and the steamer Tonkin will follow on the 30th Oct.

resterday.

MERCHANT STRAMERS. The E. & A. steamer Empire. from Austra. lian posts, strived at Manila on the 17th Oct. and left again on the 1-th; she may be expected here to-day.

JOINT STOCK SHARES.

l ult , left Singapore is packet brings repl	on Sunday, th lies to letters	ie 16t despa	h inst., at tehed f om		Hongkon	z, 18th October,
anila on Friday, the	•		< .	COMPANY.	PAIN UP.	QUOTATIONS.
TT OTORE	···			Banks-	<u> </u>	
LL CLOSE PER	n,	ATE.		Hongkong & S'hai	\$125 {	\$690, buyers L'don, £68.
· 				Natl. Bank of China		
Wingehai	Thursday,		7.00 A.M.			\$38, sellors
Honum	Thursday, Thursday,		7.30 A.M.			\$88, sellers
Keongwai	Thursday,		9,00 a.m. 9,00 a.m.			\$10, buyors \$53.
Heungshan	Thursday.	•	1.15 P.M.	1 42 1 11 10 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		140, buyers
Fausang	Thursday,	20th,		China-Borneo Co., Ld.		\$111, buyers
Takhing	Thuisday,		5.00 P. M.	China Light and	\$10	\$10, sales & seller
Kinshan	Thursday,	£0(h,	5.00 r.M	Power Co., Ld) China Prov. L. & M		• • • • • • • • • • • • • • • • • • • •
Taichun			5.00 р.м.	China Sugar	100	1 A.A. (2.1 Print() ()
Hoifu	Thursday,		5.00 р.м.		1200	\$259, buyers
Wingchai	Friday,		7.00 A.M.	Cigar Companies— Alhambra, Ld.,	- 0500	1210000000000
Hankow	Friday,	,	7.30 A.M.	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		\$100, sellers
Heungshan Loonysang i	Priday,	21st,	1.15 гм. 3.60 г.м.		, V	\$94, sellera
Maria Valerie	Friday,		300 г.м.	Cotton Mills—	mi- ro	COT.
I THE PARTY OF THE		,	Se Ata Traff	Ewo International	11 g 7A	Tis. 80, sellors
Vanne be Mare	Tuld	01	9 2:11 m	Laou Kung Mow	Tls. 100	The gol
Yawata Maru	Ermay,	zīst,	3.00 р.м.	Soychee	Tls. 500	Tls. 160, sellers
100 A 7				Hongkoug	\$10	\$iO, sales
Taichun			5.00 P M.	Dairy Farm	\$6,	\$22, buyers
Hoifu			5.00 P N.	Fenwick & Co., Geo Green Island Cement	,	
Powan	r		5.09 F.M.	Hongkong & C. Gas	¥~~	\$31, buyers
Wingchai	1 ' _		7.0) A M.	1	£10 \$10	\$160, buyers
Kimshan		-	7.30 A.M.	Hongkong Electric.	\$5	\$15, sales \$9‡, sellers
Rubi Tjitatjap		,	19,00 a m. 10,00 a.m.	H. H. L. Tramways	\$10 ₀	\$300,
Tjipanas			10.00 a.m.	ык. Steam Water-		\$21, sellers
Anguarda III		``	10 00 1181.	boat Co. Ld}	\$ 10 {	\$20, ellers (new
. 1	Saturday,	-		Hongkong Hotel Hongkong Ice	\$50	\$137, sellers
• •			and Sam-	ti. & K. Wharf & G.	1 7-7	\$250, sellers
			10.00 A.M.	Hongkong Rope	600	\$114, buyers
Malta			10.00 A.a.	н. & W. Dock	\$50 \$50	\$140, sollers \$224, buyers
1	tu of	Mil en	with late of the other	nsurance—		The state of the s
	10,45 A.		are, ap it	Canton	\$50	\$280, sales
			11.00 а.м.	China Fire	\$60	\$87, sales & buy
Haileann				China Traders' Hongkong Fire	420	\$61, sellers
Hailoong	Saturday, 1		1.00 гм.	North China	40.,	\$335, buyers
Heungshan Paichun	Saturday, 1			Union	£5 \$100	Tls. 75, buyers
Hoifu	Saturday, :	22ndi.	5.00 P.M. 5.00 P.M.	Yangtaze	480	\$635, buyers \$145, buyers
Fatshan	Sunday,		9.00 A.M.	Land and Building-	_	y. 10, pajem
Kumsang	Tuesday,		2.00 P.M.	Hongkong Land Inv.	\$100	\$152, sellers
Tean	Wednesday,			Humphreys E }	\$10	\$12.75, sales
, (Kowloon Land & B.	\$2 <u>1</u>	
. !	Wednesday. Printed M	_	and Sam-	WestPointBuilding		•
			ана жит. 10.00 д.м.	Shanghai Land	The state is	\$60, sellers Tls. 112,
Zintar "	Registratio			Luzon Sugar		16, sellers
Zieten	(Registratio	om, y	with late	aining—	i ;	•
	fee of 10	0 сеп	is, up to	Charbonnages	Fcs. 250	\$490.
. :	10.15 A.M	l.)	_	Raubs New Amoy Dock	18/10	\$6, buyers
: 1	Letters		11,00 a,m.	Powell, Ld	-04	\$274, sellers
Kaifong	Thursday.	27th	4 00 P M	Steamship Coys.—	` ⊉ TO " ∣	\$:11, seilers
Kansu	Thursday.	27th.	4 00 P.M	China and Manila	\$50	\$251, sellers
	_		, ,	Douglas Steamshi	\$50	\$32, sales
Taiyuan	Thursday C	9741.	don s	H., Canton and M	\$10	\$29½, sales
- crog wood	Tunishah, 5	-4 tII,	T.OU P.M.	Indo-China S. N	\$15	\$130, sollers
·	·			Shell Transport & Trading Co	£1	24s. 6d., sellers
771L A A	2-8				· _ i	
The A.A. steam	ier Claverbur	n left	Keelnug	Star Ferry	\$10 \$5	\$40. \$30, sellers
on the 18th Oct.,	a.m., and is	expe	cted here	S.C.F., Boyd & Co., Ld.	: ወቁ : വല :	118 174
to-day, p.m.	1M7			S. & H. Dyeing & C.		-
The O.S.S. & C.	M. steamer A_1	gamer	nnon left	Co., Ld }	\$50	\$ 50 .
Singapore on the 1	ven Oct., at da	ayngi	it, and is	S. China Morning Post		\$194.
due here to morrow The H A L. stee	man Classica A		r	Tebrau PlantingCo	\$5	\$1.
The H.A.L. steament Singapore for	this reset as	rom l	iumonig,	United Asbestos		\$91, buyers
p.m., and may be	care port on	COB 1	oth tet., l	Do	I	\$180.
Oct., a m.	- Peoren Hele	. OH	one Ezna	•		\$91, buyers \$13.75, sales & sel.
The P. & O. stea	mer <i>Banca</i> is	due h	ere about	Watson & Co., A.S	\$10 <u>}</u> }	\$13, sales & sel.
the 96th Oct			OVO CININITA	Steam Laundry Co	A= (27

VEENON & SMYTH, Brokers

\$3 | 84, buyers

HONGKONG TIDE TABLE. From 20th to the 26th October.

Steam Laundry Co.,)

	E	Iton	WATER.	LOW WATER,				
Day of	Day of Month.	Ho Slea	ngkong m Time,	Height.	Hong Mean	kong Time.	Heigh	
			h. m.	it, in.		ı. m.	lt.	10 i
Tours	20	5 17	6 15	5 1		() A 40	4	4
Fri.	21	tu	7 44 a 7 10	6 S 6 2		0 40 a	2	6
F 17.	21	LL	8 3 a	0 2 1 0 1	īλο	0 68	3	9
SAL.	22	Ď1	7 5 3	\cdot 6 2	m	t 16 a 1 39	. Z	6 5
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dan.	23	ù	8 32	6 3	m	2 17	មើ	
			8 38 a	6 7		2 22 a	2	7
Mon	21	D1	y p	6 2	ш	2 64	- 2	Ġ
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T 184,	25	m.		6 1	m	3 31	2	8
		٠.	មានបញ្	7 3	:	3 23 a.	3	θ.
wed, .	26	- 101	10 24	ភ្ ១	m ·	i 9	2	0
			9 45 A	7 5	. :	3 46 a	. 3	3

HONGKONG METEOROLOG.CAL REGISTER.

Hougkong Observatory 19th October.

London, Oct. 14.—Mrs. Gillett, Rev. J. Lenham,	_	Hougkong Observatory 19th October.		
 J. Churchill, Mr. and Mrs. C. Danneev, Miss J. Chambers, Miss K. M. Cousens, Lieu'. Ricketts. From Marsvilles, Oct. 21.—Capt. J. H. Whitehead, Mr. G. Scott. From Colombo — Miss Cruickshank.	Temperature	29.97 76 77	10 a.m. 30 62 78 78	at 4 p.m. 29.93 78 82
Per P. & O. steamer Victoria, connecting with the steamer Bengal at Colombo, from London, Oct. 28—Mrs. and 2 Misses Mackie, Miss H. Seymour. Mrs. and Master Anderson, Lady and Miss No. l. From Marseilles, Nov. 4.—Major	Wind Direction "Force Weather Rain	2 • c	E 2 c -	ESE 2 0 -

1904 1903 Highest open air Temperature on 18th 78

from Southampton, Sept. 20 .- Mr. A. Piercy. Rev. T. Wright, Mr. and Mrs. Clark and daughter. From Genoa .-- Messrs. A. J. David, TTONGKONG HIGH-LEVEL TRAM. E. David, and Dr. J. C. Thomson.

PASSENGERS.

Per I G.M. steamer Prinz Regent Luitpold.

Per Kumsang, from Calcutta, &c., Mrs. Godsill and 3 children, Mrs. Conners, Messrs. Lentox and Warner.

DEPARTED. Per Salazie, for Saigon, Messrs. W.A. Railton and Pierre Commeilles; for Singapore, Mr. Geo. S. Van Wickle; for Port Said, Lieut, Nicolas Tyrkov; for Marseilles, Messrs. Cros. Le Bigot, 1 Deleuze, Baute, Darlan, Noël, Tailleur, A. 1 Bernard, M. Boyer, C. E. Shellinglaw, K. Olsen, Le Bail, Richard, J. Antonio, Luigi, Tolin, Gelin, Avon, Godart, Elicagereg, Reravon, Manzaggi, Monfort, and Le Sauvage.

Per Empress of China, for Vancouver, &c., Colonel and Mrs. W. S. Birdwood, Messrs. R. H. Lock, F. T. Colson, Mrs. Gerald Pike, Capt. A.R. Y. Kirkpatrick, R.A., Messrs. S. Yamazida. Neeson, Lieut. O. R. E. Milman, R.A., Mr. and Mrs. G. C. C. Muster, Messrs. R. N. da Silva. J. Ribiero, W. A. Stokes, Y. Sugitani, J. F. Olesen, Mr. and Mrs. Geary, Messrs. J. B. Chambers, G. Jessop, Mr. and Mrs. J. Fisher Mr. T. C. Clinch, Misses Mini and Frazer Mesers, Yoshinni, E. H. Parish, F. W. Abele, Dr. Snelby, Miss J. Adams, and C. pt. G. A.

MESSRS. FALCONER & Co's, R. OISTER, 19th Oct. Barome: er 9A.m. ...29.98 Therm. 9A.M. (Wetbulb) 74 Barometer 1P.M. v.. 29.92Therm. 1P.M. (Wetbulb) 75 Barometer 4P.M. ...29.90 Therm. 4P.M. (Wetbulb) 75 Thermom 9 A.M. ... 79 Therm. Maximum ... 80 Thermom. 1 P.M. ...80 Therm. Minimum over

ACTUT ST			
	Hongkon	g, 18th October.	ĺ
COMPANY.	PAIN UP.	QUOTATIONS.	
Banks-			l
Hongkong & S'hai.	\$125	≱690, buyers L'don, £68,	١
Natl. Bank of China	,	,	1
A. Shares	£8	\$38, sellers	1
B. Shares Foun. Shares		\$88, sellers	١
Hell's Asbestos E. A.		\$10, buyors \$53.	l
Campbell, Meore & Co.	\$10	140, buyers	
China-Borneo Co., Ld.		\$111, buyers	ı
Power Co., Ld	\$10	\$10, sales & sellers	ľ
China Prov. L. & M	\$10	\$94, sales	ı
China Sugar	100	\$239, buyers	İ
Cigar Companies—		, , , , , , , , , , , , , , , , , , ,	ļ
Albambra, Ld.,		\$100, sellers	1
I hilippine Co., Ld.,		394, sellers	1
cotton Mills-			ŀ
Ewo	Tls. 50	Tla. 30, sellers	1
International	Tls. 75	Tls. 25.	1
Laou Kung Mow Soychee	Tis. 100	The. 324.	ļ
Hongkoug	\$10	Tls. 160, sellers	
Dairy Farm	\$6	\$10, sales \$22, buyers	1
Fenwick & Co., Geo	\$25	\$47, sales & sellers	1
Green Island Cement.	, v -v	\$31, buyers	
Hongkong & C. Gas		\$160, buyers	
Hongkeng Electric.	\$10 \$5	\$15, sales \$91, sellers	l
H. H. L. Tramways	\$100	\$300,	l
ык, Steam Water-		\$21, sellers	l
boat Co. Ld}	\$10 {	\$20, ellers (new)	l
Hongkong Hotel Hongkong Ice	\$50	\$137, sellers	
H. & K. Wharf & G	\$25 \$50	\$250, sellers	ļ
Hongkong Rope	\$ 50	\$114, buyers \$140, sellers	ŀ
н. & W. Dock	\$50	\$224, buyers	ŀ
Canton			
China Fire	\$50 °		۱
China Traders'	\$60 \$25	\$87, sales & buy. \$61, sellers	ļ
Hongkong Fire		\$335, buyers	
North China	£5	Tls. 75, buyers	1
Union Yangtazo	\$100	\$635, bayers	l
Land and Building-	¥60	\$145, buyers	
Hongkong Land Inv.	\$100	\$152, sallers	
Humphreys E	\$10	\$12.75, sales	
Kowloon Land & B.		\$5, sellers	
WestPointBuilding			-
Shanghai Land	The state of	\$60, sellers Tls. 112,	
Luzon Sugar		16, sellers	
aining—		• •	
Charbonnages Raubs	Fes. 250	\$490.	ľ
New Amoy Dock		\$6, buyers	
Powell, Ld		\$274, sellers \$114, sellers	١.
Steamship Coys.—		A N. MAINARA	
China and Manila		\$251, sellers	
Douglas Steamshill H., Canton and M		\$32, sales	İ
Indo-China S. N.		\$29½, sales \$130, sellers	
Shell Transport &	- !		
Trading Co	£1	24s. 6d., sellers	
Star Ferry	\$10		
	m= \$5 ¹ :	\$30, sellers	-"
S.C.F., Boyd & Co., Ld. S. & H. Dyeing & C.			İ
Co., Ld []	\$50	\$50.	
S. China Morning Post	\$25	\$194.	
Tebrau PlantingCo	\$ 5	\$1.	

eti i	Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer	29.97.	30 62	29.93
Temperature	76	78	78
Humidity	777	78	82
Wind Direction	l E	${f E}$	ESE
" Force	2	2	2
,, Force Weather	· c	· · · · · · · · ·	. 0
Rain	<u> </u>		

Lowest pen air Temperature on 18th 75

WAYS COMPANY, LIMITED.

TIME TABLE. On and after 1st October, 1904.

-
WEEK DAYS.
6.45 a.m. to 7.00 a.m Every 15 minutes.
7.30 to c.00 a.m Every 10 manutes.
800 a.m. to 8.30 a.m., Every 15 minutes.
8.30 a.m. to 9.30 a.m Every 10 minutes
9.30 .m. to 11.00 a.m Every 15 minutes.
1.30 .m. to 12.45 p.m Every 15 minutes.
2.45 p.m. to 1.15 p.m Every 10 minutes.
1 15 p.m. to 1.45 p.m Every 15 minutes.
1.45 p.m. to 2.15 p.m Every 10 minutes,
2 15 p.m. to 8.00 p.m Every 15 minutes,
3.30 p.m. to 5.00 p.m Every 15 minutes.
5.00 p.m. to 8:00 p.m Every 10 minutes.
NIGHT CARS.

1.45 p.m. & 9.00 p.m., 9.45 to 11.15 p.m., every hour. BUNDAYA.

6.45 a.m. to 7.00 a.m. ... Every 15 m'nutes. 8.00 to \$.00 a.m. ... Every to minutes, 9.00 .m. to 9.30 a.m. ... Every 30 minutes. 9.30 i.m. to 10.30 a.m. ... Every 15 minutes. 10.30 a.m. to 11.00 a.m. ... Every 10 minutes. 12.00 Voon to 1.00 p.m. ... Every 10 minutes. 1.00 .m. to 5.00 p.m. ... Every 15 minutes. 5.00 a.m. to 6.00 p.m. ... Every 10 minutes. 6.00 a.m. to 7.00 p.m. ... Every 15 minutes. 7.00 p.m. to 8.00 p.m. ... Every 10 minutes.
NIGHT CARS as on Week Days.

SATURDAYS. Fxtr cars at 11:30 p.m. and 11:45 p.m. SPECIA'. CARS by arrangement at the Comanu's Office, Alexandra Buildings, Des Vœux Road Central JUHN D. HUMPHREYS & SON,

Hongkong, 14th January, 1904.

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bam and child			
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"THE EAST OF ASIA." (Published Quarterly.)

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On Sale at "NORTH CHINA HERALD OFFICE, Shanghai; MESSES, KELLY & WALSH Hongkong;

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HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAU STRAMBOAT CO., LD., AND THE CHINA NAVIGATION CO., LD

HONGKONG-CANTON LINE,

S.S. "HONAM," 2,363 tons, Captain R. D. Thomas, S.S. "POWAN, 2,338 tons, Captain G. F. Morrison, R.N.R. S.S. "FATSHAN," 2,260 tons, Captain W. A. Valentine, S.S. "HANKOW," 3,073 tons, Captain B. Branch, S.S. "KINSHAN," 2,860 tons, Captain J. J. Lossius, H. Lossius, L. Lossius, L. Lossius, L. Lossius, L. Lossius, L. Lossius, H. Lossius, L. Lossiu

Departures from Hongkong to Canton daily at 8 a.m. (Sunday excepted), 8.30 p.m. and 10 p.m. (Saturday excepted).

Departures from Canton to Hongkong daily at 8 a.m., 2.30 p.m. and 5.30 p.m. (Sunday excepted). These Steamers, carrying His Majesty's Mails, are the largest and fastest on the Rivey Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain H. D. Jones. Departures from Hongkong to Macao on week days at 2 p.m. Departures on Sundays at Noo-Departures from Macao to Hongkong daily at 8.00 a.m.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons, Captain T Hamlin.

This Steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 a.m. and leaves Macao for Carton every Monday, Wednesday and Friday at about 7.30 a.r.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD., THE CHINA NAVIGATION CO., LD., AND THE INDO-CHINA STEAM NAVIGATION CO., LD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain J. Willox. S.S. "NANNING," 569 tons, Captain C. Butchart, One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at about 8 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation

and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the-HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD. 18, Bank Buildings, Queen's Road Central (opposite the Hongkong Hotel);

Or of BUTTERFIELD & SWIRE. Agents, CHINA NAVIGATION CO., LD.

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The Cuisine is excellent. JAS. W. OSBORNE, Proprietor and Manager. Hongkoug, 2nd December, 1903

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